Planning Commission Meeting Agenda

ASHLAND PLANNING COMMISSION

SPECIAL MEETING AGENDA

Tuesday, February 25, 2025

Note: Anyone wishing to speak at any Planning Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

I. CALL TO ORDER

7:00 p.m., Civic Center Council Chambers, 1175 E. Main Street

II. ANNOUNCEMENTS

1. Staff Announcements
2. Advisory Committee Liaison Reports

III. PUBLIC FORUM

Note: To speak to an agenda item in person you must fill out a speaker request form at the meeting and will then be recognized by the Chair to provide your public testimony. Written testimony can be submitted in advance or in person at the meeting. If you wish to discuss an agenda item electronically, please contact PC-public-testimony@ashland.or.us by February 25, 2025 to register to participate via Zoom. If you are interested in watching the meeting via Zoom, please utilize the following link: https://zoom.us/j/98750295983

IV. UNFINISHED BUSINESS

1. Approval of Findings for PA-T1-2024-00255, 110 Terrace Street

V. DISCUSSION ITEMS

1. Climate-Friendly Areas Code Update Discussion with 3J Consulting & JET Planning
2. Walkable Design Standards Code Update Discussion with Cascadia Partners

VI. OPEN DISCUSSION

VII. ADJOURNMENT

Next Meeting Date: March 11, 2025

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email planning@ashlandoregon.gov. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title 1).

FINDINGS

Approval of Findings PA-T1-2024-00255, 110 Terrace Street

THE CITY OF ASHLAND

BEFORE THE PLANNING COMMISSION

February 25, 2025

IN THE MATTER OF PLANNING ACTION #PA-T1-2024-00255, A REQUEST FOR A FORMAL INTERPRETATION OF THE ASHLAND LAND USE ORDINANCE AS IT APPLIES TO HOW A PEER RESPITE HOME (AS DEFINED AT ORS 430.626) ARE REGULATED. THE INTERPRETATION REQUESTS THAT THE PROPOSED PEER RESPITE HOME IN THE EXISTING RESIDENCE AT 110 TERRACE STREET BE CLASSIFIED AS A SIMILAR USE TO TYPES OF GROUP LIVING THAT ARE PERMITTED IN ALL RESIDENTIAL ZONES, AND THAT SUCH INTERPRETATION WOULD PROVIDE A REASONABLE ACCOMMODATION CONSISTENT WITH THE FAIR HOUSING ACT AND AMERICANS WITH DISABILITY ACT. **SUBJECT PROPERTY:** 110 Terrace St. **OWNER:** Shirley D Patton Trust **APPLICANT:** Rogue Planning & Development	)	**FINDINGS, CONCLUSIONS, AND ORDERS.**

RECITALS:

1) The applicant requested a formal interpretation under the Ashland Land Use Ordinance (ALUO) to determine which land use category in the Ashland Municipal Code most closely aligns with the proposed Peer Respite Center at 110 Terrace Street.

2) The Ashland Land Use Ordinance (AMC 18.1.5.020) provides a process for interpretations when a proposed use is not explicitly listed or the ordinance is unclear regarding whether the use is permitted in a particular zone. Under this provision, the Planning Commission is tasked with making a determination regarding which use category the proposed Peer Respite Center most closely aligns with based on the definitions and intent of the zoning code.

3) The applicant requested that the Planning Commission evaluate whether the proposed use qualifies as a Group Living use, such as a Residential Care Home.

4) Following a review of the evidence and arguments submitted, the Planning Commission evaluated whether the Fair Housing Act (FHA) reasonable accommodation provisions applied to the applicant's request and whether allowing a Peer Respite Center in the RR-.5 zone would constitute a fundamental alteration of the zoning scheme.

5) The Planning Commission held a public hearing on January 14, 2025, to consider the applicant's request. During this hearing, public testimony was received from multiple parties, including the applicant, members of the public, and legal representatives.

6) At the conclusion of the public hearing on January 14, 2025, the applicant requested that the record remain open for an additional 8 days in compliance with ORS 197.797(6), which states: *"The applicant shall be allowed at least seven days after the record is closed to all other parties to submit final written arguments in support of the application. The applicant's final submittal may not include new evidence."*
    a. The Planning Commission granted this request and established the following open record periods:
        1. First 8-Day Period (January 15, 2025 – January 22, 2025): The record remained open to the public, allowing for the submission of additional written evidence and testimony.
        2. Second 8-Day Period (January 23, 2025 – January 30, 2025): The record was open to all parties of record, allowing them to respond in writing to the testimony and evidence received during the first period.
        3. Final 8-Day Period (January 31, 2025 – February 7, 2025): The applicant was granted a final period to provide rebuttal to any testimony or written materials submitted during the previous phases.

7) The Planning Commission officially closed the public hearing on January 14, 2025, but allowed the public record to remain open in accordance with ORS 197.797(6) and as requested by the applicant.

Now, therefore, the Planning Commission of the City of Ashland finds, concludes, and recommends as follows:

SECTION 1. EXHIBITS

For the purposes of reference to these Findings, the attached index of exhibits, data, and testimony will be used.

Staff Exhibits lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

Hearing Minutes, Notices, and Miscellaneous Exhibits lettered with an "M"

SECTION 2. CONCLUSORY FINDINGS OF FACT

2.1 The Planning Commission notes that chapter 18 of the Ashland Municipal Code (AMC) is the City's Land Use Ordinance (LUO). The LUO regulates the development pattern envisioned by the Comprehensive Plan and encourages efficient use of land resources among other goals. The Planning Commission notes that when considering the decision to approve or deny an application the Planning Commission considers the application materials against the relevant approval criteria in the AMC.

2.2 The Planning Commission finds that it has received all information necessary to render a decision based on the application itself, the January 14th, 2025 Staff memo, the applicant's testimony, the exhibits received and public testimony received at the public hearing.

2.3 The Planning Commission notes that the application was deemed complete and that the notice for the public hearing was both posted at the frontage of the subject property and mailed to all property owners within 200-feet of the subject property on December 20, 2024 (26 days prior to the January 14, 2025 hearing).

2.4 On February 11, 2025, the Ashland Planning Commission reviewed all evidence and testimony submitted before and during the open record periods. After deliberation, the Commission made the following decisions regarding the settlement of the record:

a. **Letters Accepted into the Record**: The Planning Commission accepted letters submitted by non-parties of record that were received between January 15, 2025, and January 22, 2025, as the record was open to the public during this period. These letters received from non-parties of record which were accepted into the record include:
   - Ryan Hartman
   - Josh Hedge
   - Sam Inada
   - Aki Robinson
   - Mike Workman
   - Regina Ayars
   - Danielle Garten
   - Mark Chirgwin
   - Peggy Chirgwin

- Kathleen L. White, Board Member, Housing Land Advocates

The Planning Commission finds that these letters were submitted within the legally open period for new evidence and testimony and, therefore, must be included in the record for consideration. As the record was open to the public during this time, there is no procedural basis for exclusion.

b. **Letters Excluded from the Record**: The Planning Commission excluded letters received after the public record was closed by non-parties of record between January 23, 2025, and January 30, 2025, determining that they were untimely and did not comply with the record deadlines. The excluded letters include:
   - Susan and Frank Semelka (January 24, 2025)
   - Susan and Frank Semelka (January 30, 2025)
   - Christie Riggins and Karl Knudsen
   - Oliver Harkola

   The Planning Commission finds that these letters were submitted after the record had closed for new evidence from non-participants and, therefore, do not comply with the procedural deadlines. As the record was no longer open to non-parties after January 22, 2025, including these letters would be inconsistent with the City's land use procedures and ORS 197.797(6).

c. **Redacted Evidence**: The Planning Commission redacted the following evidence from the record, as it was determined to be new evidence submitted after the January 22, 2025, deadline for new evidence and, therefore, inadmissible:
   - Portions of January 29, 2025, letter from Sydnee Dreyer, O'Connor West LLC, which included new attachments containing new evidence.
   - Attachment to January 29, 2025, letter from Maylee Oddo and Brock Dumont.
   - Portions of January 30, 2025, letter from Rob Patridge which included new evidence in material received from the Oregon Health Authority on January 24, 2025.
   - The January 30, 2025, memorandum of City of Ashland Planning Staff which contained new evidence relating to enforcement of travelers' accommodations and is redacted in its entirety.

   The Planning Commission finds that these submissions constituted new evidence introduced after the January 22, 2025, deadline for inclusion in the record. The Commission further finds that the late submission of these materials would unfairly introduce new factual content without providing all parties with a reasonable opportunity for response. As such, the new evidentiary content has

been deemed inadmissible and redacted from the final record of proceedings in accordance with the City's procedural rules and the requirements of ORS 197.763(6).

2.5 The Planning Commission finds that a Peer Respite Center is most similar to a Traveler's Accommodation, as defined in AMC 18.6.1.030, due to its short-term stay structure. The individuals served at a Peer Respite Center do not establish residency or tenancy but instead occupy the facility on a transient basis as a sojourn or respite, rather than as a housing use. Given that ORS 430.275 imposes a maximum stay of 14 days or less, the use aligns more closely with temporary lodging for transients rather than a Group Living or Residential Care Home classification intended for long-term residential accommodations.

2.6 The Planning Commission finds that a Peer Respite Center does not meet the definition of Group Living under AMC 18.6.1.030 but instead falls within the Traveler's Accommodation land use category, as it provides temporary lodging for transients for a period less than 30 consecutive days. As a result, a Peer Respite Center shall be regulated as a Traveler's Accommodation under the Ashland Land Use Ordinance (ALUO).

2.7 The Planning Commission finds that a Peer Respite Center as established under ORS 430.275 does not qualify as a residence or dwelling, as it does not provide long-term living accommodations and does not meet the definitions of "dwelling" or "residential use" under AMC 18.6.1.030. The Planning Commission finds clients served at a Peer Respite Center have no expectation that the facility serves as a home or housing, as their stays are temporary, limited to a maximum of 14 days, and intended as a short-term respite rather than a permanent or semi-permanent living arrangement.
Under AMC 18.6.1.030, Residential Use is defined as follows:

> *<u>Residential or Residential Use.</u> Long-term occupancy of a dwelling unit, which may be owner-occupied or rented. Occupancy of a dwelling unit for shorter periods (i.e., less than 30 days) of time is considered an overnight accommodation for transient individuals. See also, definitions of Accessory Travelers' Accommodation, Hotel/Motel, and Travelers' Accommodation.*

Under AMC 18.6.1.030 Group Living and a Residential Care Home are defined as follows:

> *<u>Group Living.</u> Group living is characterized by the long-term residential occupancy of a structure by a group of people. The size of the group typically is larger than the average size of a household. Group Living structures do not include self-contained units but rather have common facilities for residents including those for dining, social and*

recreational, and laundry. Residential Care Homes, Residential Care Facilities, and Room and Board Facilities are types of Group Living.

- Residential Care Home: A residential treatment or training or adult foster home licensed by or under the authority of the department, as defined in ORS 443.400, under ORS 443.400 to 443.825, a residential facility registered under ORS 443.480 to 443.500 or an adult foster home licensed under ORS 443.705 to 443.825 that provides residential care alone or in conjunction with treatment or training or a combination thereof for five or fewer individuals who need not be related. (See also, ORS 197.660).

2.8 The Planning Commission determined that a Peer Respite Center does not meet the definition of a residence or dwelling and therefore finds that the Fair Housing Act (FHA) does not apply. Reasonable accommodation under the FHA is required only when a zoning restriction limits access to housing for households or individuals within a protected class. As a Peer Respite Center does not function as housing or serve as a residence, the Commission determines that a reasonable accommodation is not warranted.

2.9 The Planning Commission finds that Traveler's Accommodations are expressly prohibited in the RR-.5 zone under AMC 18.2.2.030. As the Peer Respite Center has been determined to be most similar to a Traveler's Accommodation, the Planning Commission determines that it cannot be located at 110 Terrace Street.

2.10 The Planning Commission finds that allowing a Peer Respite Center, which has been determined to be most similar to a Traveler's Accommodation, in the RR-.5 zone would significantly deviate from the allowable uses under the zoning ordinance. As Traveler's Accommodations are expressly prohibited in this zone, the Commission determines that permitting such a use would fundamentally alter the zoning scheme, thereby failing the second part of the reasonable accommodation test.

2.11 The Planning Commission finds that the prohibition of transient lodging in single-family residential zones, including RR-.5, is uniformly applied to all properties within these zones. This restriction is not based on the characteristics of any individual or group and does not create a disparate impact on any protected class. As the zoning regulations consistently prohibit transient lodging uses in these areas, the Commission determines that granting an exception in this case would be inconsistent with the established intent and structure of Ashland's zoning regulations.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearings on this matter, the Planning Commission affirms its interpretation that a Peer Respite Center is most similar to a Traveler's Accommodation under AMC 18.6.1.030. As Traveler's Accommodations are expressly prohibited in the RR-.5 zoning district, the Commission determines that a Peer Respite Center is not a permitted use at 110 Terrace Street.

3.2 The Planning Commission concludes that a reasonable accommodation is not warranted under the Fair Housing Act (FHA), as the proposed Peer Respite Center does not constitute a residence or provide long-term living accommodations as defined by the ALUO

3.3. The Planning Commission concludes that the request for an interpretation that the proposed Peer Respite Home in the existing residence at 110 Terrace Street be classified as a similar use to types of Group Living is not supported by evidence contained within the whole record and is hereby **denied.**

	February 25, 2025
Planning Commission Approval	Date

DISCUSSION ITEMS

Climate-Friendly Areas Code Update Discussion with 3J Consulting & JET Planning

Memo

DATE: February 25, 2025
TO: Planning Commissioners
FROM: Derek Severson, *Planning Manager*
RE: Climate Friendly Area & Walkable Design Standards Code Update Discussion

Climate Friendly Areas (CFAs)

The state's Climate Friendly & Equitable Communities (CFEC) rulemaking requires cities to select and rezone Climate Friendly Areas (CFAs) capable of accommodating 30 percent of future population in pedestrian friendly, mixed-use areas as a key strategy for reducing greenhouse gas emissions statewide. Cities are required to formally designate CFAs as a "post acknowledgement plan amendment" and adopt updated maps and zoning ordinances. Ashland's deadline for the completion of the CFA adoption has been extended to June 30, 2025.

Elizabeth Decker of JET Planning, working with lead consultant 3J Consulting, has completed a code audit of Ashland's land use ordinance identifying items necessary to comply with the CFEC requirements as well as some additional items that could be better addressed in response to requirements that residential projects, including mixed-use projects in non-residential zones, be subject only to clear and objective standards. Ms. Decker will be available for tonight's study session to discuss her findings and take input from Planning Commissioners on the direction of the codework necessary to adopt CFAs and develop new land use rules and standards consistent with CFEC requirements.

Walkable Design Standards

In addition to the identification and rezoning of CFAs, the CFEC rules also require that cities adopt new walkable design standards which will apply citywide. Walkable design standards will need to be developed and applied to the new CFAs as they are re-zoned, and applied more broadly citywide no later than completion of the next update of the Transportation System Plan (TSP), which is just getting underway.

Cascadia Partners has been working with the Department of Land Conservation & Development (DLCD) to create a Walkable Design Standards Guidebook which includes a model code to comply with the CFEC rules (OAR 660-012-0330 and OAR 660-012-0405). Cascadia Partners has also been enlisted by the City of Ashland, through a grant from DLCD, to complete a code audit of the Ashland Land Use Ordinance and recommend changes necessary to comply with the walkable design standards requirement which would apply city-wide. Cascadia's team is available at tonight's

meeting both to discuss the findings and recommendation of their audit and to seek direction from the Commission in terms of those items necessary to comply with the state's new rules and some other related areas where the city may wish to consider additional code changes.

Based on tonight's feedback, the 3J Consulting/JET Planning and Cascadia Partners teams will bring back a package of code amendments for Planning Commission consideration as we move toward adoption by the end of June.

REFERENCES & ATTACHMENTS

Attachment #1: Jet Planning: Climate-Friendly Area Code Updates Draft memo dated 2/17/2025
Attachment #2: Cascadia Partners: Code Audit and Concept Findings dated 2/14/2025

MEMO

DATE: February 17, 2025
TO: City of Ashland Planning Commission
CC: Brandon Goldman and Derek Severson, City of Ashland
FROM: Elizabeth Decker, JET Planning
SUBJECT: Climate-Friendly Area Code Updates Draft

BACKGROUND

The City of Ashland is working to designate Climate-Friendly Areas (CFAs) as part of the state's Climate Friendly and Equitable Communities (CFEC) program that aims to reduce climate pollution, provide more transportation and housing choices, and promote more equitable land use planning outcomes. The City is proposing to designate the Railroad Property and portions of the Transit Triangle as CFAs based on engagement with Planning Commission, City Council, stakeholders and the public in earlier phases of this project. The City must take action to amend the development code, zoning maps and Comprehensive Plan to adopt one or more CFAs that meet applicable rules.

I. CODE CHANGES SUMMARY

Proposed code updates to the City's zoning code standards were developed to meet or exceed the state standards for CFAs within Ashland's proposed CFAs for the Railroad Property and the commercial/employment areas bounded by Ashland Street and Siskiyou Boulevard known as the Transit Triangle. The core CFA land use requirements to be implemented through existing and proposed code standards include:

- **Use standards** that permit multi-family housing (5+ units), attached townhomes, office uses, non-auto dependent commercial uses, child care, schools and other public/civic uses, either as single-use or mixed-use development.

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- **Density standards** that require a minimum density of at least 15 units per net acre (du/ac) with no maximum density, maximum FAR or minimum lot sizes that would function as a maximum density.
- **Height standards** that allow a maximum height of at least 50 feet.

The proposed approach retains the existing base zones for these areas, which include areas zoned Commercial (C-1) and Employment (E-1), and applying a new Climate Friendly (CF) Overlay which would replace the existing Residential (R) Overlay in the Railroad Property and the Transit Triangle (TT) Overlay. The R Overlay applies elsewhere in the City and would be retained, whereas the TT Overlay would be deleted as it is superseded by the CF Overlay in the commercial and employment areas and the residential areas retain their existing base zones with no overlay.

The following table summarizes the proposed code updates, and notes areas for further discussion as detailed in Section II below.

Item	Code Section	Intent
1	Table 18.2.1.020	Add CF Overlay and remove TT Overlay from list of City zones and overlays.
2	Table 18.2.2.030	Remove special use standards referencing the TT Overlay for Multifamily Dwellings. Note that references to use exceptions within the new CF Overlay are not proposed within the table to limit the number of exceptions; instead, the overarching statement in AMC 18.2.2.030(E) establishes that the base zone standards may be amended by specific overlay standards.
3	Table 18.2.2.030	Delete 'Commercial Retail Sales and Services' category that duplicates existing 'Retail Sales and Services' category, which is the preferred, defined term in 18.6.1.
4	Table 18.2.2.030	No change: Maintain allowed locations for drive up uses, limited to area east of Ashland Street at intersection with Siskiyou Boulevard. While this is within the proposed CFA, the additional limitation preventing new drive-up uses and design standards for drive-up facilities are intended to manage potential impacts to walkability and urban design within the CFA.
5	18.2.3.130	Clarify option to develop residential uses within the C-1 and E-1 zones within the CF Overlay, separate from special use standards that otherwise apply in base zones.
6	18.2.6	No change: No revisions proposed to the base zone dimensional standards; the overlay standards apply

Item	Code Section	Intent
		instead. Proposed AMC 18.3.14.050 states that CF standards apply in lieu of this table.
7	18.3.12.030	Expand the extent of the Detail Site Review Overlay on the Site Design Zones map to include the entirety of both CFAs; the majority but not all of those areas are currently included. Applying the Detail Site Review Overlay will make the CFAs subject to additional design standards in 18.4.2.040 that align with the CFEC walkable urban design standards, and will require Type II review for developments over 10,000 SF.
8	18.3.12.060	Limit Pedestrian Places (PP) overlay to only apply outside of CF Overlay, to avoid overlap. • Delete TT Overlay reference in 18.3.12.060.B.4. • Remove first two of three map figures in Figure 18.3.12.060, limiting extent of overlay to Main St/Mountain Ave vicinity. • Delete concept plan figures for the Tolman Creek Rd/Ashland St and Walker Ave/Ashland St pedestrian places.
9	18.3.12.070.A	Establish that CF overlay applies to properties zoned CF on the Zoning Map.
10	Figure 18.3.13.010	Exclude Railroad Property from the Residential Overlay by revising map figure (to be developed separately).
11	18.3.14 (existing)	Delete TT Overlay standards.
12	18.3.14 (new)	Establish new CF Overlay that applies in addition to and supersedes base zone requirements, to be designated on the Zoning Map.
13	18.3.14.040	Revise use standards in underlying zones: • Add attached single-family dwellings, multifamily dwellings, retail uses, restaurants, schools and parks as permitted uses within the overlay. • *Discuss:* Consider whether to alter other C-1 and E-1 existing uses by limiting/prohibiting them within the overlay, especially auto-oriented uses and large-scale uses in the E-1 areas. See *highlighted italic* uses in table.
14	18.3.14.040.C	• Add special use standards for attached single-family dwellings that link access and lot frontage standards, promoting the use of alleys to serve any townhouse lots and steering developments away from arterials. Intended to create walkability and limit curb cuts.

Item	Code Section	Intent
		• Add special use standards for multifamily dwellings to retain City's existing mixed-use requirement (both vertical and horizontal options), with state-required exemption for affordable housing projects.
15	18.3.14.050	Supersede dimensional standards in base zones to include: • New minimum density. Must be at least 15 du/ac in CFAs, as proposed in E-1, with higher 25 du/ac proposed in C-1 for more robust development tilted towards multifamily rather than townhouses. • Exceptions to minimum density proposed, consistent with state rules, for mixed use buildings that have a FAR of 2.0+ or renovations of existing structures. • Minimum FAR of 0.5 proposed, similar to existing TT overlay, to encourage robust development; not required by state rules. • *Discuss:* Consider stepback for upper stories. • *Discuss:* Limit solar setbacks to buildings within 100 feet of a residential zone. • Increase maximum height to 50 feet, with bonus up to 60 feet allowed for affordable housing (or bonus permitted by state rules, whichever is greater.
16	18.3.14.060.A	Apply maximum block length standard of 350 feet for new developments larger than 5.5 acres, to implement state rules. All development subject to City's block length standard of 300 to 400 feet.
17	18.3.14.060.B	*Discuss:* Consider whether to apply 10-foot stepback for portions of buildings over 25 feet tall.
18	Figures 18.4.2.040.C.2, 3, 4	Expand Detail Site Review Overlay to include full extent of both CFAs by revising map figures (to be developed separately).

II. REVIEW CONCEPTS

There are several concepts within the proposed CFA code that merit further consideration; these will form the basis for discussion at our upcoming work sessions.

A. Changes to C-1 and E-1 Maximum Density

Separate from required CFA changes, there was discussion about eliminating maximum densities in all C-1 and E-1 zoned areas within the city, beyond the CFAs. *Is there interest to make this change at this time?*

B. Changes to Downtown Zoning

Similar to but separate from the changes within the CFAs, there was discussion about revising the downtown (C-1-D) standards to allow similar CFA-scale development including:

- Permitting multifamily dwellings outright without a ground-floor commercial or office requirement, subject to a minimum density of 30 units per acre.
- Increasing allowed height from 40 feet to 50 feet outright, with option to increase height to 60 feet (rather than current 55 feet) through a conditional use permit.
- Eliminating maximum density for all residential and mixed-use projects.

Is there interest to make these changes at this time?

C. Auto-Oriented & Large-Scale Uses Within CFAs

In addition to the uses that must be added as permitted uses in the CF Overlay, the CF Overlay could also limit certain uses otherwise permitted in the C-1 and E-1 zones that may not align with the intent of the vibrant, walkable, mixed use development pattern in the CFAs. We recommend a judicious approach to limiting any uses because together the two CFAs encompass a significant portion of the City's commercial and employment lands and thus, further use limitations could interfere with existing uses and with citywide economic development goals. Several uses to consider within the CFAs:

- Further limitations on **'Drive-Up Uses'** are not proposed for the CF Overlay because drive-up uses are effectively limited through existing standards prohibiting creation of any new drive-ups and limiting them to Ashland Street east of the intersection with Siskiyou Boulevard. Further consideration of drive-up design standards should be considered to ensure any new drive-ups incorporate walkable design features like walk-up windows to better integrate them within the CF Overlay.
- *Consider whether to limit other auto-oriented uses* within the CF Overlay such as **'Automotive and Truck Repair, or Service,'** including fueling station, car wash, tire sales and repair/replacement, painting, and other repair; **'Automotive Sales and Rental,'** which includes motorcycles, boats, RVs, and trucks. There are several existing auto service uses on Ashland Street that will be within the CFA that could be impacted; similar uses may or may not be desired in the area.

- *Consider whether to limit large-scale storage uses* that generate few jobs and limited activity, which could detract from the intended vibrancy of the CFAs, such as **'Self-Service Storage, Commercial'** and **'Wholesale Storage and Distribution,'** including Marijuana Wholesale. However, limiting these uses within the CF Overlay could hamper existing businesses and may result in few remaining locations within the city to locate such uses.
- *Consider any changes to industrial and employment uses permitted in the E-1 zone,* which allows uses such as **cabinetry, food product manufacturing, or general manufacturing**. These uses could cause impacts to future residential uses developed within the CF Overlay. However, the intent of the E-1 areas is to provide employment opportunities and changing use standards may affect existing manufacturing within the Railroad Property and future industrial development potential. There are some additional E-1 zoned properties located on both sides of the freeway outside of the CF Overlay as alternative locations.

D. Townhouses

There has been discussion about whether attached single-family dwellings (townhouses) as required by CFEC rules are a good fit for Ashland's CFAs. There are several existing and proposed standards that will apply to townhouses that will enhance their compatibility with the CFA and Ashland goals for these areas.

- First, a minimum density of 25 units per acre is proposed for areas zoned C-1 (including much of the Transit Triangle near Ashland Street/Siskiyou Boulevard), which will either push feasibility of multifamily over townhouses, or push smaller townhouses on lots averaging less than 1,750 square feet.
- Second, existing access management standards that establish required distances between curb cuts will direct townhouse development towards alley access, limiting curb cuts directly onto streets and presence of driveways and garages in the pedestrian realm. Access management standards will generally preclude direct access onto higher order streets (boulevards and avenues), directing townhouses to local or collector streets within the CFA interior.

Are there other questions or desired development standards for townhouses?

E. Solar Setbacks

The City's Solar Access standards (AMC 18.4.8) are intended to maintain access to sunlight to enhance feasibility of solar energy systems, however, they can result in significant setbacks that could limit feasibility of taller buildings to be permitted within the CFAs. Several existing zones and overlays address this potential conflict by limiting applicability of the solar access

standards to the perimeter of a given area or within a certain distance of residential zones, including within the Croman Mill District, downtown (C-1-D), and the C-1 zone generally. We recommend prioritizing CFA development capacity by limiting applicability of solar setbacks to sites within 100 feet of a residential zone. *Is there support for the proposed approach and/or recommended refinements to solar setback applicability?*

F. Building Height Step-backs

Step-backs are one tool to soften the edges of taller buildings if there are concerns about compatibility with adjacent, lower scale development. The existing step-back standards for the TT Overlay, though never used, provide a model that could be applied within the CF Overlay: they require a step back of 10 feet for any portion of the building over 25 feet tall within 25 feet of a residential zone. Requiring step-backs can discourage taller development, and may require additional analysis under CFEC rules to account for decreased building capacity on upper stories. *Is there interest to incorporate a step-back requirement and if so, any desired modifications to the proposed dimensional standards?*

G. Design Standards

The proposed changes include expanding the Detail Site Review zone to include the full extent of both CFAs; the existing basic site design and detail site design standards will be applied to future CFA development. The City is collaborating on a separate project to review and revise design standards to enhance walkable urban design, consistent with related CFEC provisions in OAR 660-012-0330, that will enhance design within CFAs and beyond. *Are there any specific design goals for the CFAs that should be addressed through CFA-specific standards?*

III. NEXT STEPS

Planning Commission and City Council will review the draft CFA code updates at work sessions this spring and provide input to inform the final draft code, which will be considered for adoption prior to June 2025. Additional City efforts to support climate friendly development patterns and meet other portions of CFEC requirements will continue in parallel with separate deadlines, including code updates to promote walkable urban design and a Transportation System Plan (TSP) update.

Chapter 18.2.1
ZONING REGULATIONS AND GENERAL PROVISIONS

Sections:

18.2.1.010 Purpose.
18.2.1.020 Zoning Map and Classification of Zones.
18.2.1.030 Determination of Zoning Boundaries.
18.2.1.040 Applicability of Zoning Regulations.

18.2.1.010 Purpose

Chapter 18.2.1 establishes zoning districts pursuant to the Comprehensive Plan. Every parcel, lot, and tract of land within the City is designated with a zoning district, or zone. The use of land is limited to the uses allowed by the applicable zone.

18.2.1.020 Zoning Map and Classification of Zones

For the purpose of this ordinance, the City is divided into zones designated and depicted on the Zoning Map, pursuant to the Comprehensive Plan Map, and summarized in Table 18.2.1.020.

Table 18.2.1.020.

Base Zones	**Overlay Zones**
Residential - Woodland (WR)	Airport Overlay
	Detail Site Review Overlay
Residential - Rural (RR)	Downtown Design Standards Overlay

Residential - Single-Family (R-1-10, R-1-7.5, and R-1-5)	Freeway Sign Overlay
Residential - Suburban (R-1-3.5)	Historic District Overlay
Residential - Low Density Multiple Family (R-2)	Pedestrian Place Overlay
Residential - High Density Multiple Family (R-3)	Performance Standards Options Overlay
Commercial (C-1)	Physical and Environmental Constraints Overlay
Commercial - Downtown (C-1-D)	-Hillside Lands
Employment (E-1)	-Floodplain Corridor Lands
	-Severe Constraints Lands
Industrial (M-1)	-Water Resources
	-Wildfire Lands
Special Districts	
Croman Mill District (CM)	Residential Overlay
	~~**Transit Triangle Overlay**~~ **Climate Friendly Overlay**
Health Care Services District (HC)	
Normal Neighborhood District (NN)	
North Mountain Neighborhood District (NM)	

Southern Oregon University District (SOU)	

18.2.1.030 Determination of Zoning Boundaries

Unless otherwise specified, zoning boundaries are lot lines, the centerlines of streets, and railroad right-of-way, or such lines extended. Where due to the scale, lack of scale, lack of detail or illegibility of the Zoning Map, or due to any other reason, there is uncertainty, contradiction or conflict as to the intended location of a zoning boundary, the Staff Advisor or, upon referral, the Planning Commission or City Council, shall determine the boundary as follows:

A. Rights-of-way. Boundaries that approximately follow the centerlines of a street, highway, alley, bridge, railroad, or other right-of-way shall be construed to follow such centerlines. Whenever any public right-of-way is lawfully vacated, the lands formerly within the vacated right-of-way shall automatically be subject to the same zoning designation that is applicable to lands abutting the vacated areas. In cases where the right-of-way formerly served as a zoning boundary, the vacated lands within the former right-of-way shall be allocated proportionately to the abutting zones.

B. Parcel, lot, tract. Where a zoning boundary splits a lot into two zones and the minimum width or depth of a divided area is 20 feet or less, the entire lot shall be placed in the zone that accounts for the greater area of the lot by the adjustment of the zoning boundary. Where a zoning boundary splits a lot into two zones and the minimum width and depth of both divided areas is greater than 20 feet, the lot shall have split zoning with lot area designated proportionately to each zone.

C. Jurisdiction boundary. Boundaries indicated as approximately following a City or County boundary, or the Urban Growth Boundary, shall be construed as following said boundary.

D. Natural features. Boundaries indicated as approximately following the centerlines of a river or stream, a topographic contour, or similar feature not corresponding to any feature listed in section 18.2.1.030, above, shall be construed as following such feature.

18.2.1.040 Applicability of Zoning Regulations

Part 18.2 applies to properties with base zone, special district, and overlay zone designations, as follows:

Table 18.2.1.040. Applicability of Standards to Zones, Plan Districts and Overlays

Designation	Applicability
Base Zones	
Residential - Woodland (WR)	Chapter 18.2 Applies Directly
Residential - Rural (RR)	Chapter 18.2 Applies Directly
Residential - Single-family (R-1-10, R-1-7.5, R-1-5)	Chapter 18.2 Applies Directly
Residential - Suburban (R-1-3.5)	Chapter 18.2 Applies Directly
Residential - Low Density Multiple Family (R-2)	Chapter 18.2 Applies Directly
Residential - High Density Multiple Family (R-3)	Chapter 18.2 Applies Directly
Commercial (C-1)	Chapter 18.2 Applies Directly
Commercial - Downtown (C-1-D)	Chapter 18.2 Applies Directly
Employment (E-1)	Chapter 18.2 Applies Directly
Industrial (M-1)	Chapter 18.2 Applies Directly
Special Districts	
Croman Mill District Zone (CM)	CM District Replaces chapter 18.2

Designation	Applicability
Health Care Services Zone (HC)	
Normal Neighborhood District (NN)	NN District Replaces chapter 18.2
North Mountain Neighborhood (NM)	NM District Replaces chapter 18.2
Southern Oregon University (SOU)	
Overlay Zones	
Airport	Overlay Modifies chapter 18.2
Detail Site Review	Overlay Modifies chapter 18.2
Downtown Design Standards	Overlay Modifies chapter 18.2
Freeway Sign	Overlay Modifies chapter 18.2
Historic	Overlay Modifies chapter 18.2
Pedestrian Place	Overlay Modifies chapter 18.2
Performance Standards Options	Overlay Modifies chapter 18.2
Physical and Environmental Constraints	Overlay Modifies chapter 18.2
Residential	Overlay Modifies chapter 18.2
~~Transit Triangle~~ Climate Friendly	Overlay Modifies chapter 18.2

Chapter 18.2.2
BASE ZONES AND ALLOWED USES

Sections:

18.2.2.010 Purpose.
18.2.2.020 Applicability.
18.2.2.030 Allowed Uses.

18.2.2.010 Purpose

Chapter 18.2.2 regulates allowed land uses pursuant to the Comprehensive Plan and the purposes of this ordinance, per chapter 18.1.2.

18.2.2.020 Applicability

All uses of land in the City are subject to the regulations of chapter 18.2.2. Certain types of land uses are also subject to the Special Use regulations in chapter 18.2.3, and some properties are subject to the overlay zone regulations contained in part 18.3, as applicable.

18.2.2.030 Allowed Uses

A. Uses Allowed in Base Zones. Allowed uses include those that are permitted, permitted subject to special use standards, and allowed subject to approval of a conditional use permit. Where Table 18.2.2.030 does not list a specific use and part 18.6 does not define the use or include it as an example of an allowed use, the City may find that use is allowed, or is not allowed, following the procedures of section 18.1.5.040.

B. Permitted Uses and Uses Permitted Subject to Special Use Standards. Uses listed as "Permitted (P)" are allowed. Uses listed as "Permitted Subject to Special Use Standards (S)" are allowed, provided they conform to chapter 18.2.3, Special Use Standards. All uses are subject to

the development standards of the zone in which they are located, any applicable overlay zone(s), and the review procedures of part 18.5. See section 18.5.1.020.

C. Conditional Uses. Uses listed as "Conditional Use Permit Required (CU)" are allowed subject to the requirements of chapter 18.5.4.

D. Prohibited Uses. Uses not listed in Table 18.2.2.030 and not found to be similar to an allowed use following the procedures of section 18.1.5.040 are prohibited. Prohibited uses are subject to the violations, complaints, and penalties sections in 18.1.6.080, 18.1.6.090, and 18.1.6.100.

E. Uses Regulated by Overlay Zones. Notwithstanding the provisions of chapter 18.2.2, additional land use standards or use restrictions apply within overlay zones. An overlay zone may also provide for exceptions to some standards of the underlying zone. For uses allowed in special districts CM, HC, NM, NN and SOU, and for regulations applying to the City's overlay zones, refer to part 18.3.

F. Accessory Uses. Uses identified as "Permitted (P)" are permitted as primary uses and as accessory uses. For information on other uses that are customarily allowed as accessory, please refer to the description of the land use categories in part 18.6, Definitions.

G. Mixed-Use. Uses allowed in a zone individually are also allowed in combination with one another, in the same structure or on the same site, provided all applicable development standards and building code requirements are met.

H. Temporary Uses. Temporary uses require a conditional use permit under chapter 18.5.4, except as follows:

1. Short-Term Events. The Staff Advisor may approve through ministerial review short-term temporary uses occurring once in a calendar year and lasting not more than 72 hours including set-up and take-down. Activities such as races, parades, and festivals that occur on public property (e.g., street rights-of-way, parks, sidewalks, or other public grounds) require a special event permit pursuant to chapter 13.03.

2. Short-Term Food Truck Event. The Staff Advisor may approve through ministerial review the short-term temporary operation of a food truck occurring not more than once per month and lasting not more than 72 hours including set-up and take-down. In addition to the short-term food truck event permit, food truck vendors shall obtain a business license,

register for and pay applicable food and beverage tax, and receive any requisite inspections from the Building and Fire Departments and the Jackson County Environmental Public Health Department. Short-term food truck events are not to be permitted in residential zones.

3. Garage Sales. Garage sales shall have a duration of not more than two days and shall not occur more than twice within any 365-day period. Such activity shall not be accompanied by any off-premises advertisement. For the purpose of this chapter, garage sales meeting the requirements of this subsection shall not be considered a commercial activity.

4. Temporary Buildings. Temporary occupancy of a manufactured housing unit or similar structure may be permitted for a period not to exceed 90 calendar days upon the granting of a permit by the Building Official. Such occupancy may only be allowed in conjunction with construction on the site. Said permit shall not be renewable within a six-month period beginning at the first date of issuance, except with approval of the Staff Advisor.

I. Disclaimer. Property owners are responsible for verifying whether a proposed use or development meets the applicable standards of this chapter.

Table 18.2.2.030. Uses Allowed by Zone

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
A. Agricultural Uses[1]										
Agriculture, except Keeping of Bees, Livestock and Micro-Livestock, Homegrown Marijuana Cultivation, and Marijuana Production	P	P	P	P	P	P	N	N	N	Animal sales, feed yards, keeping of swine, commercial compost, or similar uses not allowed
Keeping of Bees	S	S	S	S	S	S	N	N	N	Sec. 18.2.3.160
Keeping of Livestock	S	N	N	N	S	S	N	N	N	
Keeping of Micro-Livestock	S	S	S	S	S	S	N	N	N	
Marijuana Cultivation, Homegrown	S	S	S	S	S	S	S	S	S	Sec. 18.2.3.190 See General Industrial, Marijuana Production
B. Residential Uses										

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Single-Family Dwelling	P	P	P	P	P	P	S	S	N	See Single-Family standards in Sec. 18.2.5.090 Sec. 18.2.3.130 for dwellings in C-1 zone and E-1 zone Dwellings and additions in Historic District Overlay, see Sec. 18.2.3.120 and 18.2.5.070
Accessory Residential Unit	S	S	S	S	S	S	N	N	N	Sec. 18.2.3.040 and 18.5.2.020.C.2 Dwellings and additions in Historic District Overlay, see Sec. 18.2.3.120 and 18.2.5.070

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Cottage Housing	S	N	N	N	N	N	N	N	N	Sec. 18.2.3.090, Cottage Housing
Duplex	S	S	S	S	S	S	S	S	N	Sec. 18.2.3.110, Duplex, and 18.5.2.020.C.2 Sec. 18.2.3.130 for dwellings in C-1 zone and E-1 zone Dwellings and additions in Historic District Overlay, see Sec. 18.2.3.120 and 18.2.5.070
Manufactured Home on Individual Lot	S	S	S	S	N	N	N	N	N	Sec. 18.2.3.170 and not allowed in Historic District Overlay
Manufactured Housing Development	N	S	CU+S	N	N	N	N	N	N	Sec. 18.2.3.180

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Multifamily Dwelling	N	P	P	P	N	N	S	S	N	Sec. 18.2.3.130 for C-1 zone and E-1 zone ~~**Dwellings in Transit Triangle (TT) Overlay, see chapter 18.3.14**~~ Dwellings and additions in Historic District Overlay, see Sec. 18.2.3.120 and 18.2.5.070
Rental Dwelling Unit Conversion to For-Purchase Housing	N	N	S	S	N	N	N	N	N	Sec. 18.2.3.200
Home Occupation	S	S	S	S	S	S	S	S	N	Sec. 18.2.3.150
C. Group Living										
Nursing Homes, Convalescent Homes	CU	CU	CU	CU	CU	CU	N	N	N	See chapter 18.3.3, Health Care Services District

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Residential Care Home	P	P	P	P	P	P	N	N	N	Subject to State licensing requirements
Residential Care Facility	CU	P	P	P	CU	CU	N	N	N	Subject to State licensing requirements
Room and Boarding Facility	N	P	P	P	N	N	N	N	N	
D. Public and Institutional Uses										
Airport										See chapter 18.3.7, Airport Overlay
Cemetery, Mausoleum, Columbarium	N	N	N	N	CU	N	N	N	N	
Child Care Facility	CU	CU	CU	CU	CU	CU	P	P	P	Family Child Care Home exempt from planning application procedure pursuant to ORS

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
										329A.440, see part 18.6 for definition Subject to State licensing requirements
Club Lodge, Fraternal Organization	CU	CU	CU	CU	CU	CU	P	CU	CU	
Electrical Substation	N	N	N	N	N	N	CU	CU	P	
Hospitals	CU	CU	CU	CU	CU	N	N	N	N	See chapter 18.3.3, Health Care Services District
Governmental Offices and Emergency Services (e.g., Police, Fire); excluding Outdoor Storage	CU	CU	N	N	CU	CU	P	P	P	
Mortuary, Crematorium	N	N	N	N	CU	N	P	P	P	
Park, Open Space, and Recreational Facility, including playgrounds, trails, nature preserves, athletic	P	P	P	P	P	P	N	N	N	

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
fields, courts, swim pools, and similar uses										
Public Parking Facility	P	P	P	P	P	P	P	P	P	
Recycling Depot	N	N	N	N	N	N	N	P	P	Not allowed within 200 feet of a residential zone
Religious Institution, Houses of Worship	CU	CU	CU	CU	CU	CU	CU	CU	CU	
School, Private (Kindergarten and up)	CU	CU	CU	CU	CU	CU	N	N	N	
School, Public (Kindergarten and up)	P	P	P	P	P	CU	N	N	N	
School, Private College/Trade/Technical School	N	N	N	N	N	N	N	CU	P	
Utility and Service Building, Yard and Structure, Public and Quasi-	CU	CU	N	N	CU	CU	P	P	P	Includes public service building, yard, and

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Public, excluding electrical substations										structures such as public works yards Yards not allowed in the RR, WR, and C-1 zones
Wireless Communication Facility	CU	CU	CU	CU	CU	CU	P or CU	P or CU	P or CU	Chapter 18.4.10
E. Commercial Uses										
Amusement/Entertainment, includes theater, concert hall, bowling alley, miniature golf, arcade; excluding drive-up uses	N	N	N	N	N	N	P	CU	P	
Automotive and Truck Repair, or Service; includes fueling station, car wash, tire sales and repair/replacement, painting, and other repair for automobiles,	N	N	N	N	N	N	S or CU	S or CU	P	Sec. 18.2.3.050 In C-1 zone, fuel sales and service is a permitted use provided within the Freeway Overlay, see chapter 18.3.8;

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
motorcycles, aircraft, boats, RVs, trucks, etc.										conditional use in locations outside of Freeway Overlay In E-1 zone, auto and truck repair is a permitted use if 200 feet or more from residential zones; fuel sales and service requires CU permit
Automotive Sales and Rental, includes motorcycles, boats, RVs, and trucks	N	N	N	N	N	N	CU	CU	P	Not allowed within Historic District Overlay
Accessory Travelers' Accommodation (See also Travelers' Accommodation)	N	N	CU+S	CU+S	N	N	N	N	N	Sec. 18.2.3.220
Bakery, except as classified as Food Processing	N	N	N	N	N	N	P	P	P	

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Commercial Laundry, Cleaning, and Dyeing Establishment	N	N	N	N	N	N	S	S	P	Sec. 18.2.3.080
Commercial Recreation, includes country club, golf course, swimming club, and tennis club; excluding intensive uses such as driving range, race track, or amusement park	CU	CU	N	N	CU	CU	N	N	N	
~~**Commercial Retail Sales and Services, except Outdoor Sales and Services**~~	~~**N**~~	~~**N**~~	~~**CU+S**~~	~~**N**~~	~~**N**~~	~~**N**~~	~~**P**~~	~~**S**~~	~~**S**~~	~~**In R-2 zone, uses limited to personal and professional services, except see Sec. 18.2.3.210 for retail uses allowed in Railroad Historic District**~~ ~~**In E-1 zone, Retail limited to 20,000 square**~~

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
										~~**feet of gross leasable floor space per lot**~~ ~~**In M-1 zone, uses limited to serving persons working in zone**~~ ~~**See Marijuana Retail Sales**~~
Drive-Up Use	N	N	N	N	N	N	S	N	N	Per Sec. 18.2.3.100, Drive-Up uses are limited to area east of Ashland St at intersection of Ashland St/Siskiyou Blvd
Food Trucks and Food Carts	N	N	N	N	N	N	S	S	S	Sec. 18.2.3.145
Hostel	N	N	CU	CU	N	N	CU*	N	N	*In C-1 zone, requires annual Type I review for at least the first three years, after which time the

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
										Planning Commission may approve a permanent facility through the Type II procedure
Hotel/Motel	N	N	N	N	N	N	CU	CU	P	
Kennel (See also Veterinary Clinic)	N	N	N	N	N	N	S	S	CU	No animals kept outside within 200 feet of a residential zone
Limited Retail Uses in Railroad Historic District	N	CU	CU	CU	N	N	N	N	N	Sec. 18.2.3.210 for Retail Uses Allowed in Railroad Historic District
Lumber Yard and Similar Sales and Rental of Building or Contracting Supplies, or Heavy Equipment	N	N	N	N	N	N	CU	CU	P	

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Marijuana Retail Sales, includes sale of medical and recreational marijuana	N	N	N	N	N	N	S or CU	S or CU	N	Per Sec. 18.2.3.190, marijuana retail sales are limited to the C-1 and E-1 zones and located on a boulevard or 200 feet or more from any residential zone, see Sec. 18.2.3.190
Nightclub, Bar	N	N	N	N	N	N	S	CU	P	Not allowed within the Historic District Overlay unless located in C-1-D
Office	N	N	CU	CU	N	N	P	P	P	
Outdoor Storage of Commodities or Equipment associated with an allowed use	N	N	N	N	N	N	CU	CU	P	
Plant Nursery, Wholesale, except Marijuana Production	N	N	CU	CU	N	N	N	N	N	

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Restaurants	N	N	N	N	N	N	P	P	P	
Retail Sales and Services, except Outdoor Sales and Services	N	N	CU+S	N	N	N	P	S	S	In R-2 zone, uses limited to personal and professional services, except see Sec. 18.2.3.210 for retail uses allowed in Railroad Historic District In E-1 zone, Retail limited to 20,000 square feet of gross leasable floor space per lot In M-1 zone, uses limited to serving persons working in zone See Marijuana Retail Sales
Self-Service Storage, Commercial (Mini-Warehouse)	N	N	N	N	N	N	N	CU	P	

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Travelers' Accommodation (See also Accessory Travelers' Accommodation)	N	N	CU+S	CU+S	N	N	N	N	N	Sec. 18.2.3.220
Veterinary Clinic	N	N	N	N	N	N	P	P	P	
F. Industrial and Employment Uses										
Cabinet, Carpentry, and Machine Shop, and related Sales, Services, and Repairs	N	N	N	N	N	N	N	S or CU	P	In the E-1 zone, uses within 200 feet of a residential zone require CU permit
Commercial Excavation and Removal of Sand, Gravel, Stone, Loam, Dirt or Other Earth Products	N	N	N	N	CU+S	N	N	N	N	Sec. 18.2.3.070
Concrete or Asphalt Batch Plant	N	N	N	N	N	N	N	N	CU	
Dwelling for a caretaker or watchman	N	N	N	N	N	N	N	CU	CU	

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Food Products Manufacture/Processing/Preserving, including canning, bottling, freezing, drying, and similar processing and preserving	N	N	N	N	N	N	S	S	P	In the C-1 zone, manufacture or assembly of items sold is a permitted use, provided such manufacturing or assembly occupies 600 square feet or less, and is contiguous to the permitted retail outlet In the E-1 zone, see Sec. 18.2.3.140
Manufacture, General, includes Marijuana Laboratory, Processing, and Production	N	N	N	N	N	N	N	P or S	P or S	In E-1 and M-1 zones, marijuana laboratory, processing, and production are subject to the special use standards in Sec. 18.2.3.190 See Marijuana Cultivation, Homegrown

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Manufacture, Light; excluding saw, planing or lumber mills, or molding plants	N	N	N	N	N	N	S	P	P	Requires assembly, fabricating, or packaging of products from previously prepared materials such as cloth, plastic, paper, cotton, or wood In the C-1 zone, manufacture or assembly of items sold in a permitted use, provided such manufacturing or assembly occupies 600 square feet or less, and is contiguous to the permitted retail outlet
Outdoor Storage of Commodities or Equipment associated with an allowed use	N	N	N	N	N	N	CU	CU	P	

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Television and Radio Broadcasting Studio	N	N	N	N	N	N	N	P	P	
Wholesale Storage and Distribution, includes Marijuana Wholesale	N	N	N	N	N	N	N	S	S	Deliveries and shipments limited to 7 a.m. - 9 p.m. within 200 feet of a residential zone In E-1 and M-1 zones, marijuana wholesale is subject to the special use standards in Sec. 18.2.3.190
Wrecking, Demolition, and Junk Yards	N	N	N	N	N	N	N	N	CU	
G. Other Uses										
Temporary Tree Sales	N	N	N	N	N	N	P	N	N	Allowed from November 1 to January 1

	R-1	R-1-3.5	R-2	R-3	RR	WR	C-1 & C-1-D	E-1	M-1	Special Use Standards
Temporary Use	CU, except uses lasting less than 72 hours are subject to ministerial review, per Sec. 18.2.2.030.H									

1 **KEY:** P = Permitted Use; S = Permitted with Special Use Standards; CU = Conditional Use Permit Required; N = Not Allowed.

Chapter 18.2.3
SPECIAL USE STANDARDS

18.2.3.130 Dwelling in Non-Residential Zone

Where dwellings are allowed in non-residential zones, they are subject to all of the following requirements:

A. Dwellings in the E-1 zone are limited to the R-Overlay **and the CF Overlay zones.** See chapter 18.3.13 Residential Overlay**, and chapter 18.3.14, Climate Friendly Overlay.**

B. Dwellings in the E-1 and C-1 zones shall meet all of the following standards, except that dwellings developed ~~**under**~~ **in** the ~~**Transit Triangle (TT)**~~ **Climate Friendly (CF)** Overlay ~~**option**~~ are not subject to this subsection. See section 18.3.14.040 for the allowed uses in the ~~**TT**~~ **CF** overlay.

1. Mixed-Use Developments. If there is one building on a site, ground floor residential uses shall occupy not more than 35 percent of the gross floor area of the ground floor. Where more than one building is located on a site, not more than 50 percent of the total lot area shall be designated for residential uses. At least 65 percent of the gross floor area of the ground floor shall be designated for permitted uses and uses permitted with special use standards, not including residential uses.

2. Residential densities shall not exceed 15 dwelling units per acre in the E-1 zone, 30 dwelling units per acre in the C-1 zone, and 60 dwelling units per acre in the C-1-D zone. For the purpose of density calculations, units of less than 500 square feet of gross habitable floor area shall count as 0.75 of a unit.

3. Residential uses shall be subject to the same setback, landscaping, and design standards as for permitted uses in the underlying zone.

Chapter 18.3.12
SITE DEVELOPMENT AND DESIGN OVERLAYS

Sections:

18.3.12.010 Purpose.
18.3.12.020 Applicability.
18.3.12.030 Detail Site Review Overlay.
18.3.12.040 Downtown Design Standards Overlay.
18.3.12.050 Historic District Overlay.
18.3.12.060 Pedestrian Place Overlay.
18.3.12.070 ~~Transit Triangle~~ Climate Friendly Overlay.

18.3.12.010 Purpose

The Site Development and Design overlays provide special regulations and standards that supplement the base zoning regulations which are implemented through Site Design Review.

18.3.12.020 Applicability

This chapter applies to the Detail Site Review, Downtown Design Standards, Historic District, Pedestrian Place, and ~~Transit Triangle~~ Climate Friendly overlays. Development located within these overlays is required to meet all other applicable sections of this ordinance, except as modified by this chapter. Where the provisions of this chapter conflict with comparable standards described in any other ordinance or regulation, the provisions of this chapter apply.

18.3.12.030 Detail Site Review Overlay

A. The Detail Site Review Overlay is that area defined in the Site Design Zones map.

B. Development in the Detail Site Review Overlay is subject to subsection 18.4.2.040.C in addition to all other applicable sections of this ordinance.

C. Any development in the Detail Site Review Overlay which exceeds 10,000 square feet or is longer than 100 feet in length or width shall be reviewed according to the Type II procedure in section 18.5.1.060.

18.3.12.040 Downtown Design Standards Overlay

A. The Downtown Design Standards Overlay is that area defined in the Site Design Zones map.

B. Development in the Downtown Design Standards Overlay is subject to section 18.4.2.060 Downtown Design Standards in addition to all other applicable sections of this ordinance.

C. Any development in the Downtown Design Standards Overlay which exceeds 2,500 square feet shall be reviewed according to the Type II procedure in section 18.5.1.060.

18.3.12.050 Historic District Overlay

A. The Historic District Overlay, also referred to as the Historic Interest Area, is that area defined in the Historic Districts map.

B. Development in the Historic District Overlay is subject to section 18.4.2.050 Historic District Standards in addition to all other applicable sections of this ordinance.

18.3.12.060 Pedestrian Place Overlay

A. **Purpose.** The Pedestrian Place overlay is intended to direct and encourage development of small walkable nodes that provide concentrations of gathering places, housing, businesses, and pedestrian amenities situated and designed in a way to encourage walking, bicycling, and transit use.

B. **Applicability.**

1. This section applies to properties designated as Pedestrian Places overlay on the Site Design Zones map.

2. Review Procedure. The Pedestrian Place overlay requirements apply to proposed development located in the Pedestrian Place overlay that requires a planning application approval, and involves development of new structures or additions other than single-family dwellings, accessory residential units, duplexes, and other associated accessory structures and uses. The provisions of the Pedestrian Place overlay supplement those of the applicable base zoning district and other applicable ordinance requirements.

3. Mixed-Use Buildings in Residential Zones. Mixed-use buildings located in an underlying residential zone require Site Design Review approval in accordance with chapter 18.5.2, and are subject to the standards in subsection 18.4.2.040.B, Basic Site Review Standards, rather than section 18.4.2.030, Residential Development. Mixed-use buildings are subject to all other applicable provisions of part 18.4, Site Development and Design Standards.

~~**4. The Pedestrian Places overlay and development standards do not apply to properties electing to develop under the Transit Triangle (TT) overlay option. See chapter 18.3.14, Transit Triangle Overlay.**~~

C. Pedestrian Place Concept Plans. The Pedestrian Place Concept plans (i.e., site plan, development summary, and building illustrations) are for the purpose of providing an example of development that conforms to the standards, and do not constitute independent approval criteria. Concept plans are attached to the end of this chapter.

D. Development Standards. The following standards shall apply to development in the Pedestrian Places overlay in addition to all applicable provisions of this chapter:

1. Building Setbacks. The solar access setback in chapter 18.4.8, Solar Access, applies only to those lots abutting a residential zone to the north.

2. Plazas and Landscaping Ratio. Outdoor seating areas, plazas, and other useable paved surfaces may be applied toward meeting the landscaping area requirements in chapter 18.4.4, Landscaping, Lighting, and Screening, but shall not constitute more than 50 percent of the required area.

E. Development in Residential Zone. The following standards apply to development located in the Pedestrian Places overlay and a residential zone, in addition to all applicable provisions of this chapter:

1. Special Permitted Uses. In addition to the permitted uses in the underlying residential zone, the following uses and their accessory uses are permitted subject to the requirements of this section:

   a. Professional, financial, business and medical offices, and personal service establishments.

   b. Stores, shops, and offices supplying commodities or performing services.

   c. Restaurants.

2. Development Standards and Limitations.

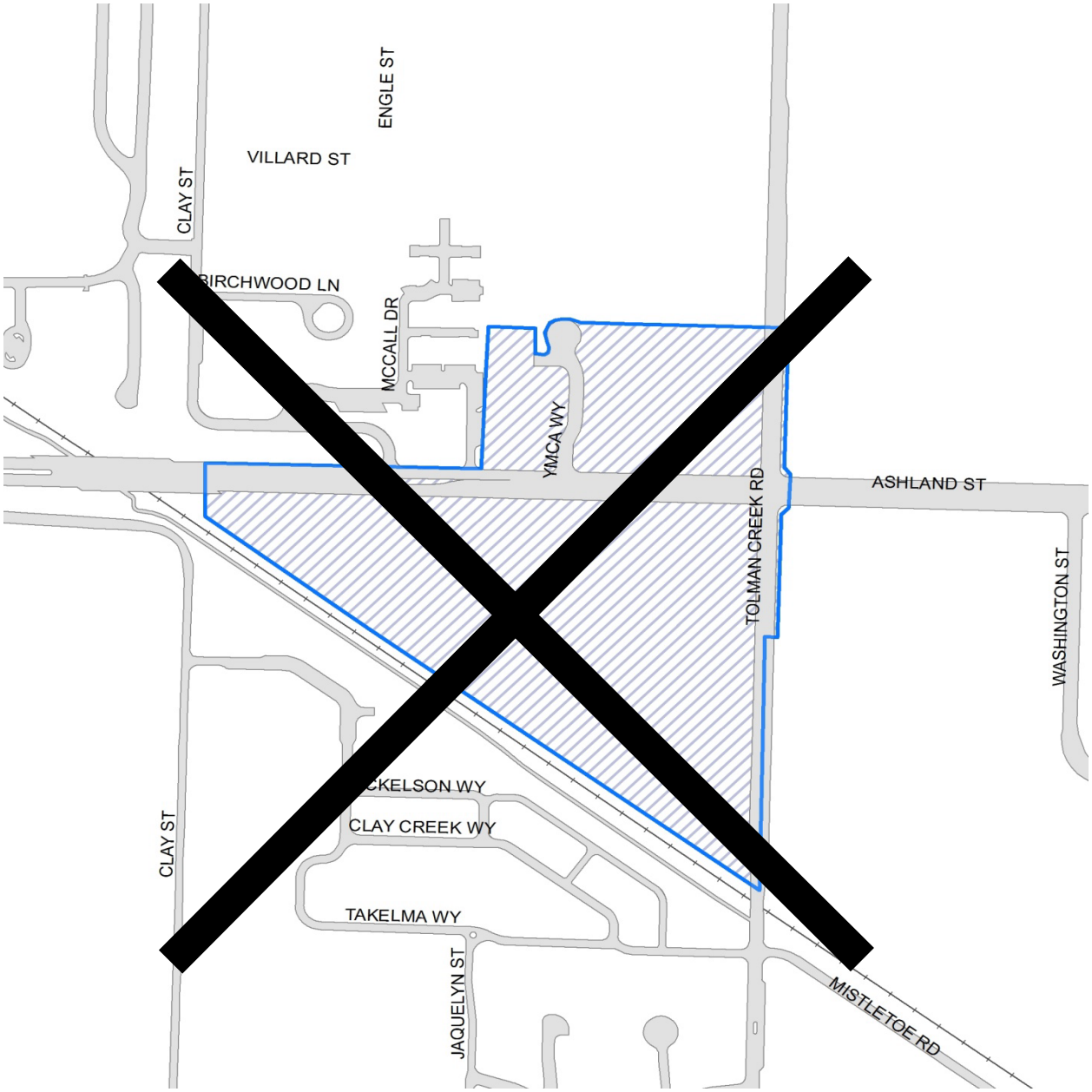
   a. The maximum gross floor area occupied by a special permitted use shall be 2,500 square feet.

   b. Special permitted uses shall be allowed in a building or in a group of buildings including a mixture of businesses and housing. At least 50 percent of the total gross floor area of a building, or of where there is more than one building on a site, 50 percent of the total lot area including accessory uses such as parking, landscaping and public space, shall be designated for residential uses.

   c. The development shall meet the minimum housing density requirements of the underlying zone.

   d. Mixed-use buildings shall be set back not more than five feet from a public sidewalk unless the area is used for pedestrian activities such as plazas or outside eating areas, or for a required public utility easement.

   e. Mixed-use developments shall have a minimum floor area ratio (FAR) of 0.50. Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum FAR. Projects including existing buildings or vacant parcels of one-half acre or greater in size shall achieve the required minimum FAR or provide a shadow plan (see graphic) that demonstrates how development may be intensified over time to meet the required minimum FAR.


ENGLE ST
VILLARD ST
CLAY ST
BIRCHWOOD LN
MCCALL DR
YMCA WY
ASHLAND ST
TOLMAN CREEK RD
WASHINGTON ST
CKELSON WY
CLAY CREEK WY
CLAY ST
TAKELMA WY
JAQUELYN ST
MISTLETOE RD

WIGHTMAN ST
STADIUM ST
HUNTER CT
HOMES AV
WEBSTER ST
STADIUM ST
PARKER ST
RAY LN
ASHLA
WALKER AV
SISKIYOU BL
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MADRONE ST
JOY AV
INDIANA ST
OREGON
FRANCES LN
CLARK AV

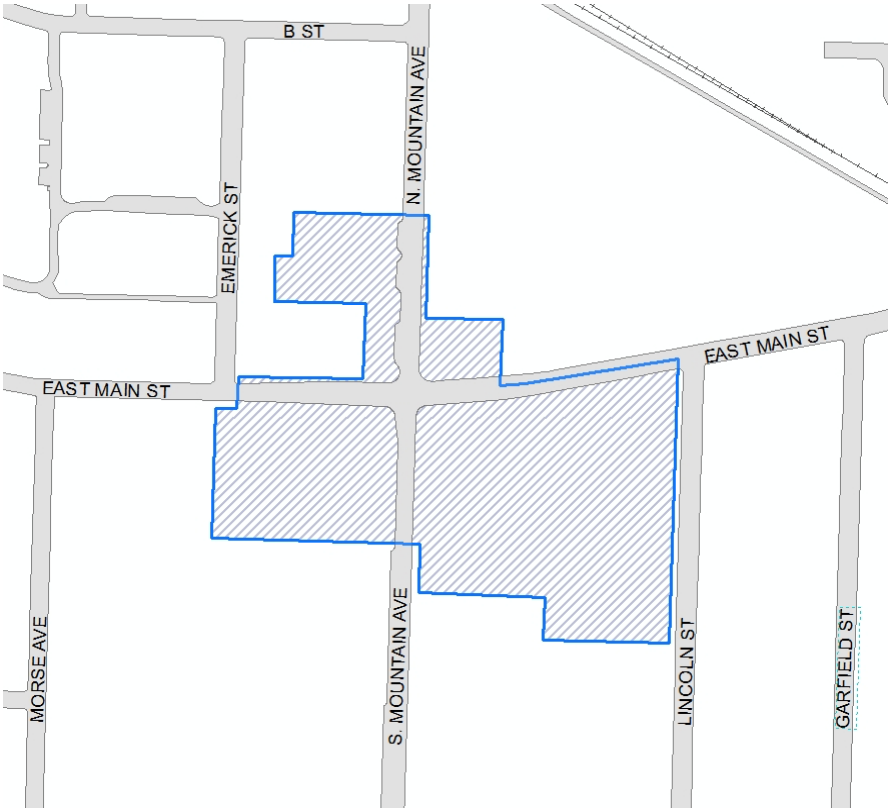


Figure 18.3.12.060. Pedestrian Places Overlay

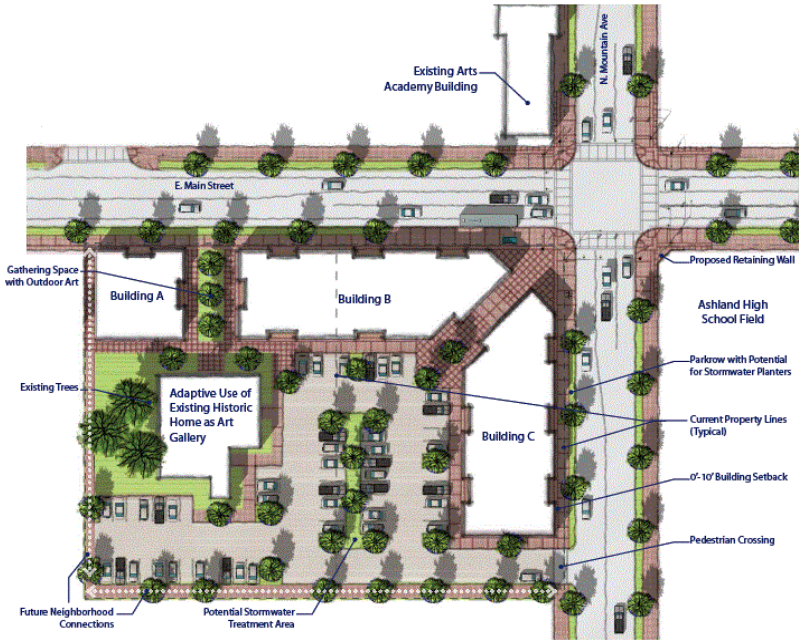
Potential for growth as a neighborhood center with civic, educational and arts uses plus affordable in-fill housing.

City of Ashland
TSP Update

N. Mountain Avenue and E. Main Street
Pedestrian Place

otak

March 2011
Revised October2011



Concept Plan.

This conceptual development plan provides a hypothetical example thatserves to illustrate how a property could develop to balance residential and commercial uses through implementing the Pedestrian Places building blocks.

Development Summary

Building A: 2-Story Apartment Building

- 8 Apartments

Building B: 2-Story Mixed-use Building

- General Retail Space – 1-2 shops (2500sq.ft each)
- 16 Apartments

Building C: 2-Story Mixed-use Building

- General Retail Space – 1-2 shops (2500sq.ft each)
- 16 Apartments

Historic Home as Potential Studio / Gallery Space

Flexible Parking Standards

- Various parking credit options

Achievable Density

- 22 – 24 duelling units / acre (With preservation of historic home
- FAR= 0.66:1

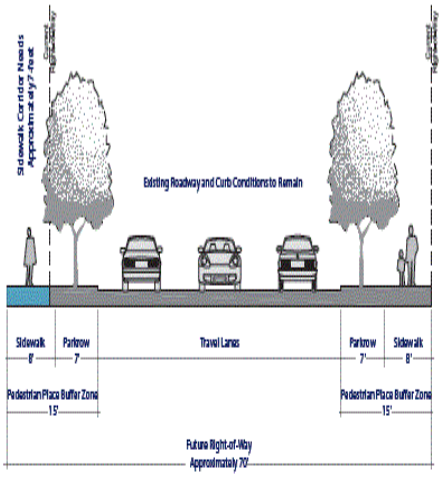
Arts, Education and Affordability

- Adaptive re-use of buildings to support local art
- Outdoor spaces for installation of public art
- Modestly sized, affordable apartments
- Civic and educational uses nearby

Transportation and Streetscape Improvements

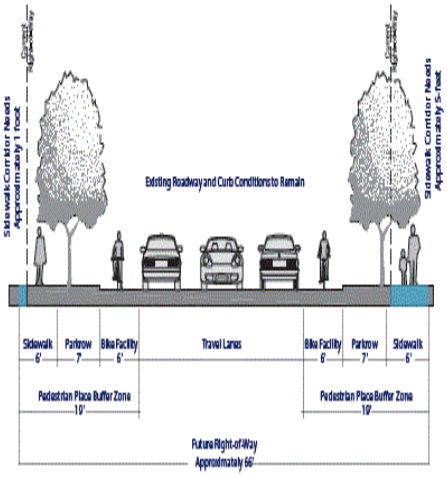
- Enhanced sidewalks and intersection
- Opportunities for additional neighborhood connectivity
- Transit-supportive densities for restoring bus service
- Reduced parking areas
- Pedestrian-friendly building design
- Transportation and Streetscape Improvements

Streetscape and Public Art

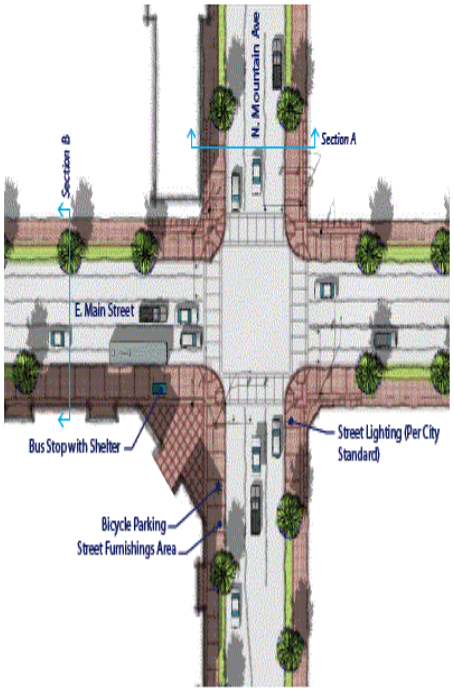


N. Mountain Avenue Future Improvements
Section A – Looking North

Public Art



E. Main Street Future Improvements
Section B – Looking West



Pedestrian Place Streetscape Features

Public Realm Features

Primary streetscape character elements are the Green Street design with flow-through stormwater planters and building articulations with ground floor windows for the shops located near the intersection and residential units located near mid-block. The residential units could be artist live/work spaces with ground floor galleries visible from street. Near the intersection a paved sidewalk furnishing zone accommodates a bus shelter, bike racks and outdoor seating across from a revitalized Arts Academy.

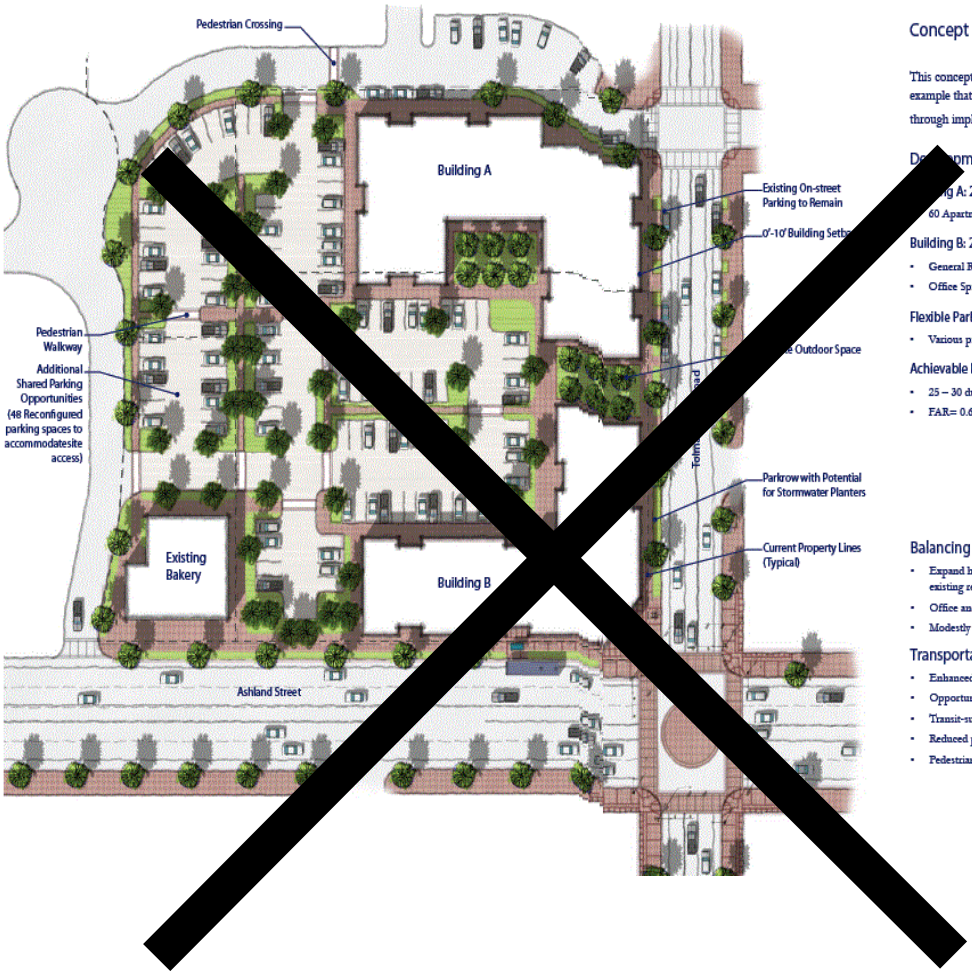
Creating a pedestrian-friendly environment requi ed pedestrian ity, and a balance between residential and commercial uses.

ty of Ashland SP Update

Tolm Creek Road and Ashlan Street Pedestrian lace

March 2011

Revised October 2011



Concept Plan

This conceptual development plan provides a hypothetical example that serves to illustrate how a property could develop through implementing the Pedestrian Places building blocks.

Development Summary

Building A: 2-Story Apartment Building

60 Apartments

Building B: 2-Story Mixed-use Building

- General Retail Space – 6-10 shops (15,000 sf)
- Office Space – 15,000 sf.

Flexible Parking Standards

- Various parking credit options

Achievable Density

- 25 – 30 dwelling units / acre
- FAR= 0.67:1

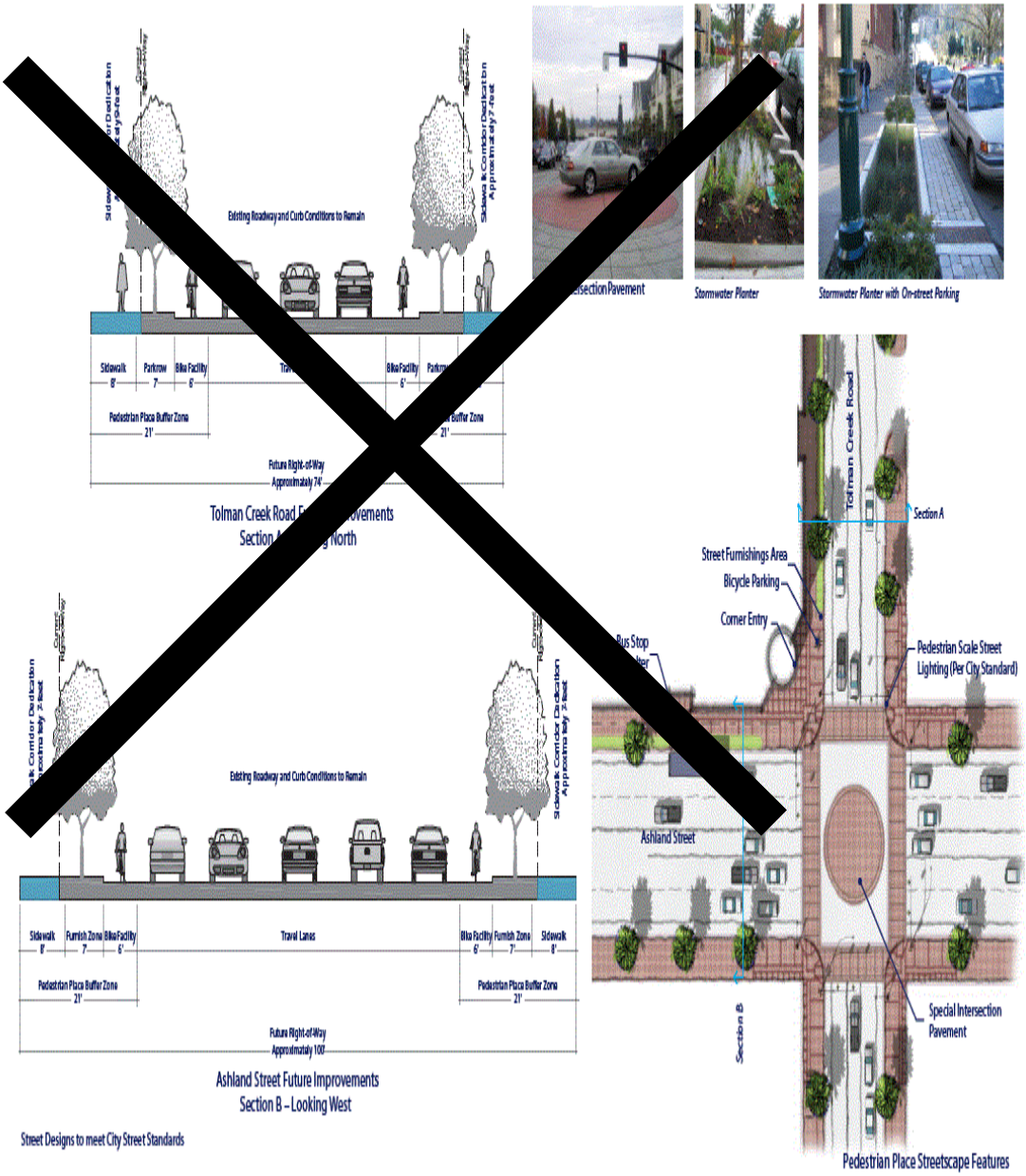
Balancing Residential and Commercial Uses

- Expand housing choices in core area and connectivity to existing residential neighborhoods
- Office and retail complementary to existing commercial uses
- Modestly sized, affordable apartments

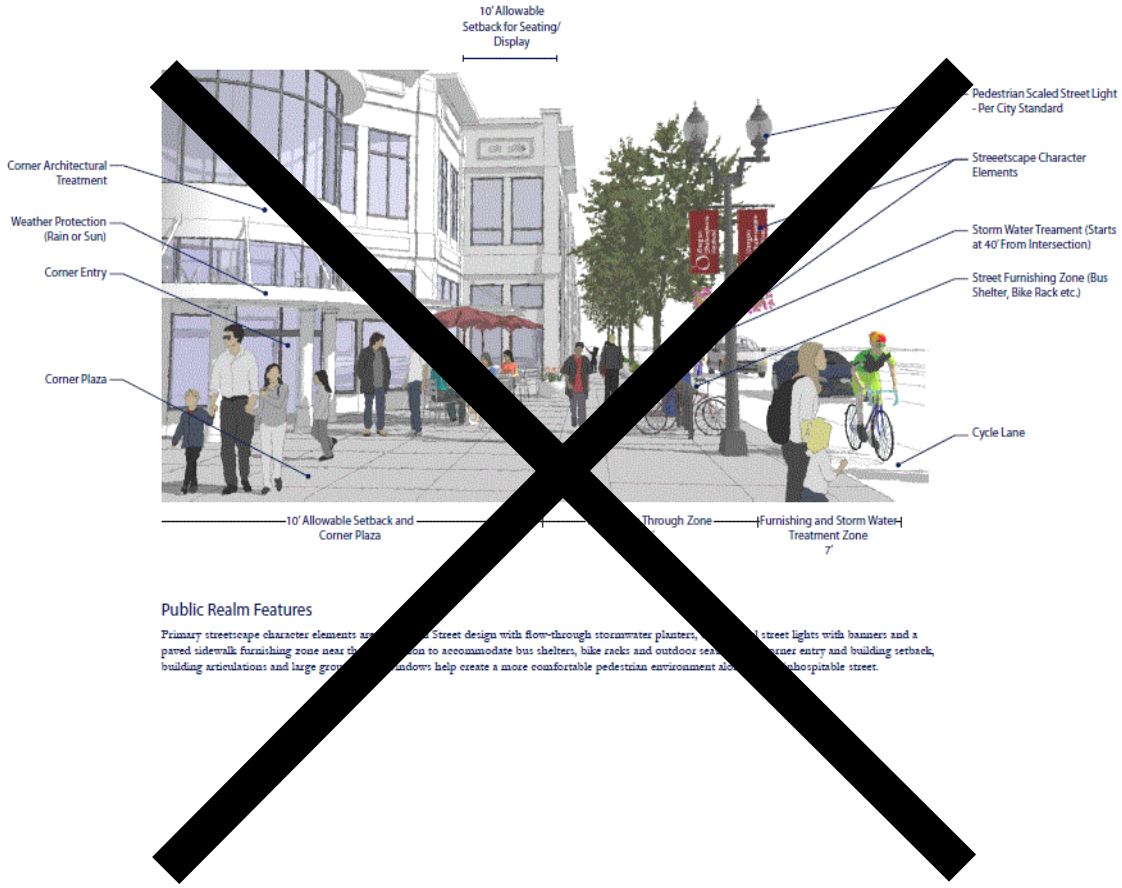
Transportation and Streetscape Improvements

- Enhanced sidewalks and intersection
- Opportunities for additional neighborhood connectivity
- Transit-supportive densities for frequent service
- Reduced parking areas
- Pedestrian-friendly building design

Green Street and Intersection Design Features



Designing the Public Realm



Public Realm Features

Primary streetscape character elements ar Street design with flow-through stormwater planters, l street lights with banners and a paved sidewalk furnishing zone near th ion to accommodate bus shelters, bike racks and outdoor sea ner entry and building setback, building articulations and large gro indows help create a more comfortable pedestrian environment alo hospitable street.

Potential to become a university district neighborhood hub.

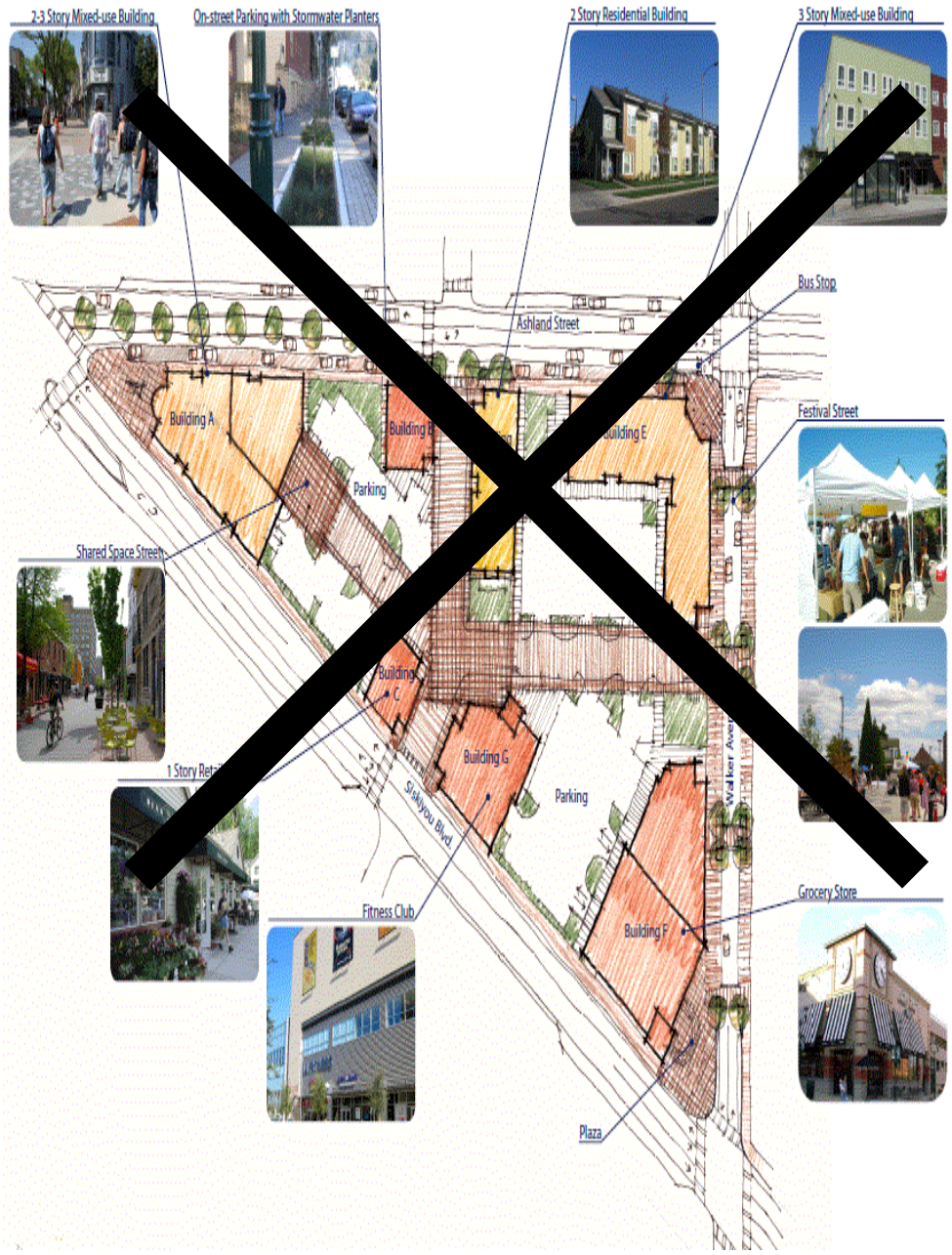
City of Ashland TSP Update

Walker Avenue and Ashland Street Pedestrian Place

otak

March 2011

Revised October 2011



Long Term Concept Plan Development Summary

Building A: 2-3 Story Mixed-use

- 7 shops
- 30 apartments

Building B: 1 Story Retail

- 1-2 shops

Building C: 1 Story Retail

- 1-2 shops

Building D: 2 Story Residential

- 16 apartments

Building E: 3 Story Mixed-use

- 6 shops
- 34 apartments

Building F: 1-2 Story Grocery Store

- 20,000-30,000 s.f.

Building G: 2 Story Fitness Club

- 8,000 s.f.

Parking:

- Various parking credit options

FAR= 0.59:1

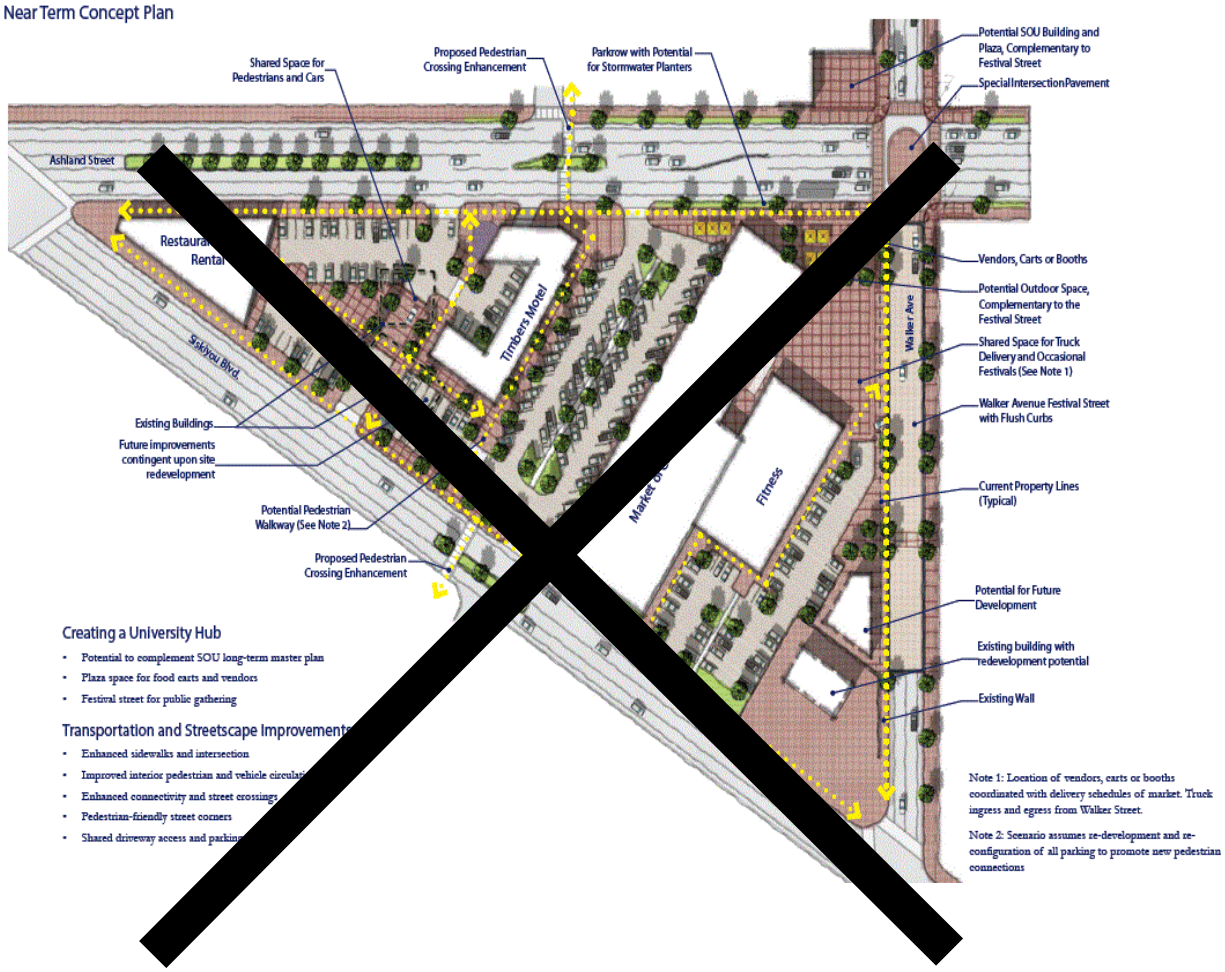
Creating a University Hub

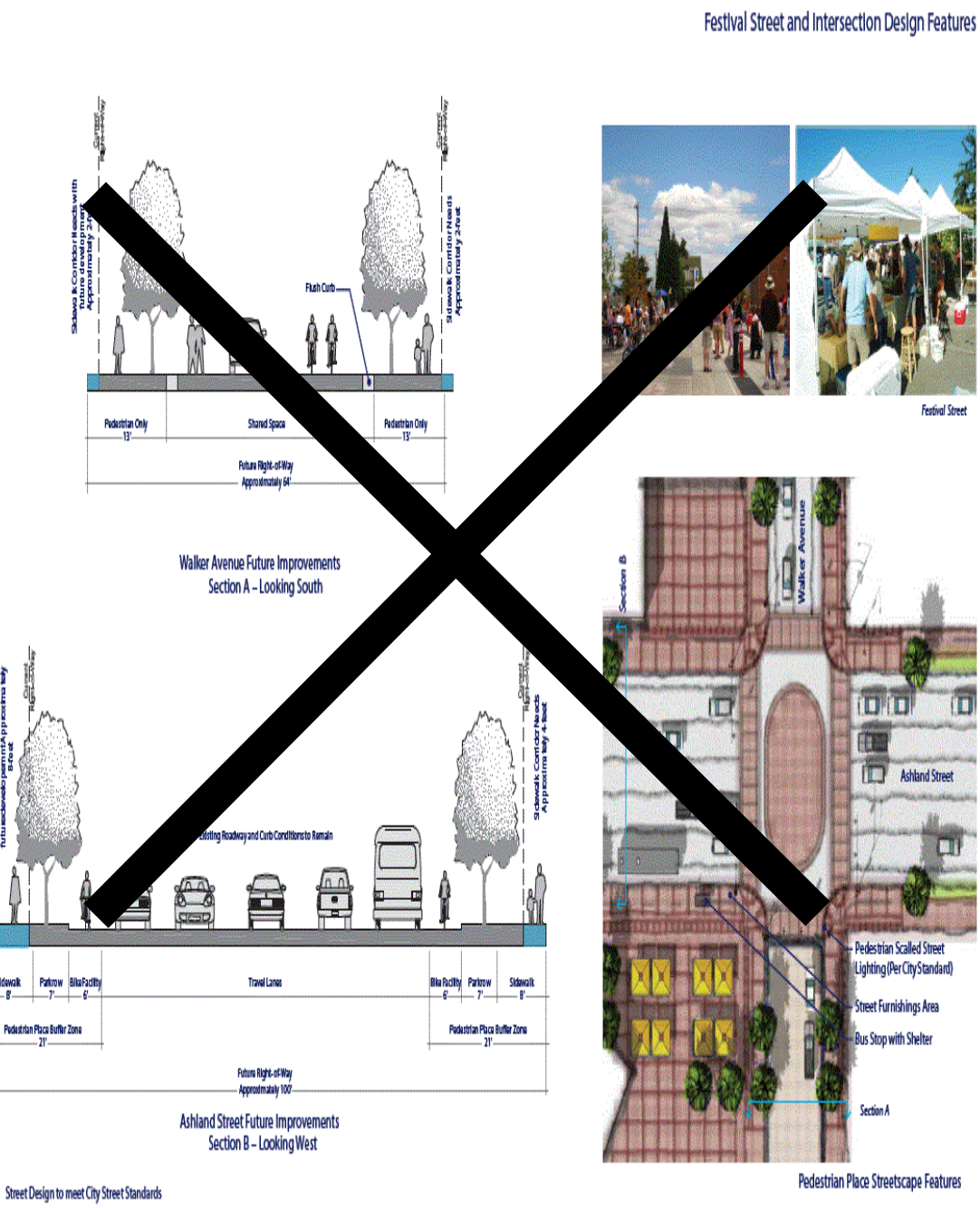
- Multiple, affordable housing choices and locations not currently available
- New retail, grocery and entertainment uses
- Potential to complement SOU long-term master plan
- Festival street for public gathering

Transportation and Streetscape Improvements

- Enhanced sidewalks and intersection
- Enhanced connectivity and street crossings
- Transit-supportive densities for frequent service
- Reduced parking areas
- Pedestrian-friendly building design

Near Term Concept Plan





18.3.12.070 ~~Transit Triangle~~ Climate Friendly Overlay

A. The ~~**Transit Triangle (TT)**~~ **Climate Friendly (CF)** overlay ~~**is that area defined in the Site Design Zones map**~~ **applies to properties designated CF on the Zoning Map**.

B. Development in the ~~**Transit Triangle**~~ **Climate Friendly** overlay is subject to chapter 18.3.14, ~~**Transit Triangle**~~ **Climate Friendly** Overlay, in addition to all other applicable sections of the ordinance codified in this section.

Chapter 18.3.13
RESIDENTIAL OVERLAY

Sections:

18.3.13.010 Residential Overlay Regulations.

18.3.13.010 Residential Overlay Regulations

A. Purpose. The Residential overlay is intended to encourage a concentration and mix of businesses and housing that provide a variety of housing types, support resource and energy conservation, and promote walking, bicycling, and transit use.

B. Applicability. The Residential overlay applies to all property where 'Residential Overlay' (R) is indicated on the Zoning map.

C. Requirements. The Residential overlay requirements are as follows, except that dwellings developed under the Transit Triangle (TT) overlay option are not subject to this subsection. See section 18.3.14.040 for the allowed uses in the TT overlay.

1. Mixed-Use Developments. If there is one building on a site, ground floor residential uses shall occupy not more than 35 percent of the gross floor area of the ground floor. Where more than one building is located on a site, not more than 50 percent of the total lot area shall be designated for residential uses. At least 65 percent of the gross floor area of the ground floor shall be designated for permitted uses and uses permitted with special use standards, not including residential uses.

2. Residential densities shall not exceed 15 dwelling units per acre. For the purpose of density calculations, units of less than 500 square feet of gross habitable floor area shall count as 0.75 of a unit.

3. Residential uses shall be subject to the same setback, landscaping, and design standards as for permitted uses in the E-1 District.

Figure 18.3.13.010. Residential Overlay

Chapter 18.3.14
CLIMATE FRIENDLY OVERLAY (NEW)

Sections:

18.3.14.010 Purpose.
18.3.14.020 Applicability.
18.3.14.030 General Requirements.
18.3.14.040 Allowed Uses.
18.3.14.050 Dimensional Standards.
18.3.14.060 Site Development and Design Standards.

18.3.14.010 Purpose

The Climate Friendly (CF) overlay is intended to promote the development of a mix of housing, commercial and employment opportunities within a well-designed and connected pedestrian environment. Areas within the CF overlay are intended to be served by high-quality pedestrian, bicycle, and transit infrastructure and services.

18.3.14.020 Applicability

A. Climate Friendly (CF) Overlay Designation. This chapter applies to properties designated as Climate Friendly (CF) overlay on the Zoning Map.

B. Governing Standards. Notwithstanding the provision of chapter 18.2.2, Base Zones, additional use restrictions and land use standards apply within the CF overlay. Where the provisions of this chapter conflict with comparable standards described in any other ordinance, resolution or regulation, the provisions of the CF overlay shall govern.

C. Exceptions and Variances. Requests to depart from the requirements of this chapter are subject to chapter 18.5.5, Variances, except that deviations from the standards in section 18.3.14.060 are subject to subsection 18.5.2.050.E, Exception to the Site Development and Design Standards.

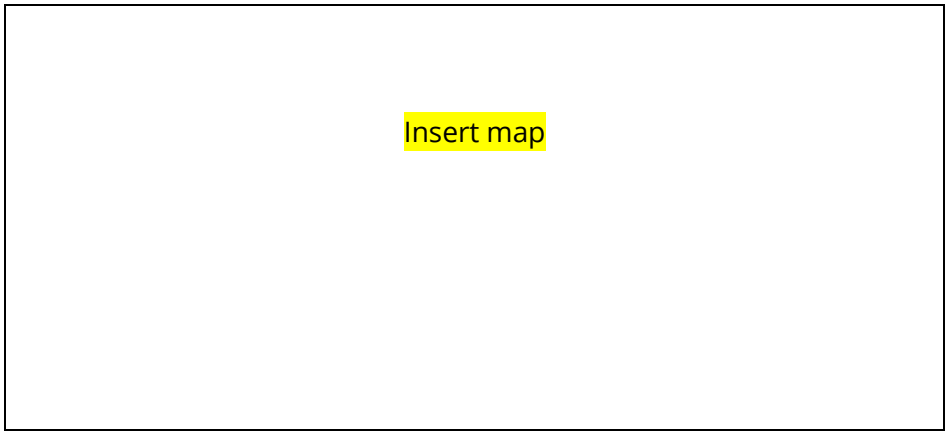


Figure 18.3.14.020. Climate Friendly (CF) Overlay

18.3.14.030 General Requirements

A. Site Development and Design Standards. New development is subject to Site Design Review under chapter 18.5.2, and must comply with the applicable site development and design standards.

18.3.14.040 Allowed Uses

A. Uses Allowed in CF Overlay. Allowed uses are determined by the base zone and in accordance with section 18.2.2.030, except as provided for in this chapter. Notwithstanding the provisions of chapter 18.2.2, Base Zones and Allowed Uses, this section includes additional allowed uses, use restrictions and prohibited uses within the CF overlay.

B. Mixed Use. Uses allowed in a zone individually are also allowed in combination with one another, in the same structure or on the same site, provided all applicable development standards and building code requirements are met.

Table 18.3.14.040. Climate Friendly (CF) Overlay Uses Allowed by Base Zone[1]

	Base Zones		
	C-1	**E-1**	**Special Use Standards**
A. Residential			
Single-Family Dwelling	S	S	Sec. 18.3.14.040.C.1
Duplex	N	N	
Multifamily Dwelling	S	S	Sec. 18.3.14.040.C.2
B. Public and Institutional Uses			
Park, Open Space, and Recreational Facility, including playgrounds, trails, nature preserves, athletic fields, courts, swim pools, and similar uses	P	P	
Recycling Depot	N	N	
School, Private (Kindergarten and up)	P	P	
School, Public (Kindergarten and up)	P	P	
C. Commercial			
Automotive and Truck Repair, or Service; includes fueling station, car wash, tire sales and	*(S or CU currently)*	*(S or CU currently)*	

	Base Zones		
	C-1	**E-1**	**Special Use Standards**
repair/replacement, painting, and other repair for automobiles, motorcycles, aircraft, boats, RVs, trucks, etc			
Automotive Sales and Rental, includes motorcycles, boats, RVs, and trucks	*(CU currently)*	*(CU currently)*	
Retail Sales and Services, except Outdoor Sales and Services	P	P	
Self-Service Storage, Commercial (Mini-Warehouse)	N	*(CU currently)*	
D. Industrial and Employment Uses			
Cabinet, Carpentry, and Machine Shop, and related Sales, Services, and Repair	N	*(S or CU currently)*	
Food Products Manufacture/ Processing/Preserving, including canning, bottling, freezing, drying, and similar processing and preserving	S, limited to 600 SF	*(S currently, no size limit)*	

	Base Zones		
	C-1	**E-1**	**Special Use Standards**
Manufacture, General, includes Marijuana Laboratory, Processing, and Production	N	*(P or S currently)*	
Manufacture, Light; excludes saw, planing or lumber mills, or molding plants	S, limited to 600 SF	*(P currently)*	
Wholesale Storage and Distribution, includes Marijuana Wholesale	N	*(S currently)*	

1 Key: P = Permitted Uses; S = Permitted with Special Use Standards; CU = Conditional Use Permit Required; N = Not Allowed.

C. Special Use Standards. The uses listed as "Permitted with Special Use Standards (S)" in Table 18.3.14.040, above, are allowed provided they conform to the requirements of this section and the requirements of chapter 18.5.2, Site Design Review.

1. Single-Family Dwelling Uses. Attached (common wall) single-family dwellings (e.g., townhomes, condominiums, rowhouses) provided all of the following standards are met:

   a. Access. Access must conform to the requirements of subsection 18.4.3.080.C.

   b. Minimum Lot Frontage. Notwithstanding section 18.2.4.010, minimum lot frontage shall be 20 feet provided dwellings have access by an alley.

2. Multifamily Dwelling Uses. Multifamily dwelling uses provided all of the following standards are met:

   a. One Building. When a planning application is limited to one building, residential uses may occupy up to 65 percent of the gross floor area of the ground floor. At least

35 percent of the gross floor area of the ground floor shall be designated for permitted uses and uses permitted with special use standards, not including residential uses.

b. More Than One Building. When a planning application includes more than one building, the equivalent of at least 35 percent of the gross floor area of the ground floor for all buildings shall be designated for permitted uses and uses permitted with special use standards, not including residential uses.

c. Affordable Housing Exception. The limitations in this subsection on ground floor residential uses do not apply to multifamily dwellings meeting the standards for affordable housing in section 18.2.5.050.

18.3.14.050 Dimensional Standards

Notwithstanding the provisions of chapter 18.2.6, Standards for Non-Residential Zones, Table 18.3.14.050 includes the dimensional standards within the CF overlay.

The dimensions shall conform to the standards in Table 18.3.14.050.

Table 18.3.14.050. Climate Friendly Overlay Dimensional Standards

	Base Zones	
	C-1	**E-1**
Residential Density (dwelling units/acre)		
Minimum[1]	25 du/ac	15 du/ac
Maximum	None	

	Base Zones	
	C-1	**E-1**
[1]Mixed-use buildings are exempt from the minimum density if it has a FAR of 2.0 or greater. Redevelopment within existing buildings that adds residential units, but does not add new units outside the existing building, is exempt from the minimum density.		
Floor Area Ratio (FAR)[2]		
Minimum	.5	.5
[2]Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum FAR. Plazas and pedestrian areas may also be applied toward meeting the landscaping area requirements but shall not constitute more than 50% of the required area.		
Lot Area, Width, Depth and Coverage	There is no minimum lot area, width or depth, or maximum lot coverage, provided the minimum landscape area is provided.	
Yards, Minimum (feet) [3]		
– Front	There is no minimum front, side, or rear yard required, except where buildings on the subject site abut a residential zone, in which case a side or rear yard of not less than 15 ft is required.	
– Side		
– Rear		
[3]See building step-back requirement in subsection 18.3.14.060.B.		
Building Separation, On Same Site – Minimum	NA	
Building Height[4,5]		

	Base Zones	
	C-1	**E-1**
Maximum Height – feet/stories	50/4	50/4
Maximum Height with Bonus[6]	60/5	60/5
Solar Setback	Except for buildings within 100 feet of a residential zone, the solar setback standards of chapter 18.4.8 do not apply.	
[4]See definition of "height of building" in section 18.6.1.030.		
[5]Parapets may be erected up to five feet above the maximum building height; see also, subsection 18.4.4.030.G.4 for mechanical equipment screening requirements, and section 18.5.2.020 for site design review for mechanical equipment review process.		
[6]Multifamily dwellings meeting the standards for affordable housing in section 18.2.5.050 are eligible for bonus height. Applicants may alternatively pursue height bonuses per ORS 197A.445.		
Landscape Area – Minimum (% of developed lot area)	15%	15%

18.3.14.060 Site Development and Design Standards

New development is subject to site design review under chapter 18.5.2, and must comply with site development and design standards in part 18.4 and this section.

A. Block Lengths. Block length within the CF overlay shall comply with subsection 18.4.6.040.E.9.a, however, a maximum block length of 350 feet shall apply to development sites of 5.5 acres or more. Exceptions may be permitted subject to subsection 18.4.6.040.E.9.

B. <u>Building Mass.</u> Building facades within 25 feet of a residential zone shall Incorporate a step-back of ten feet for that portion of a building which is over 25 feet or two stories in height, whichever is greater. The building step-back requirement does not apply to parapets. See Figure 18.3.14.060.B.1. This standard applies along the perimeter of the development and shall not apply between buildings or lots within a development. See minimum side or rear yard requirement for buildings abutting a residential zone in table 18.3.14.050.

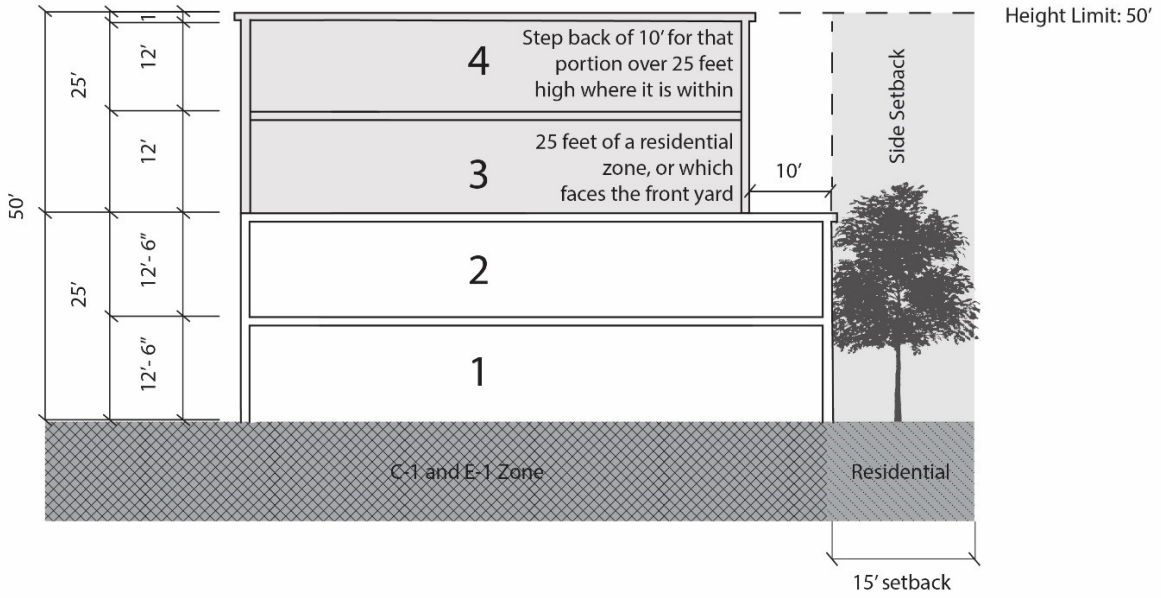


Figure 18.3.14.060.B.1.

DISCUSSION ITEMS

Walkable Design Standards
Code Update Discussion
With Cascadia Partners

MEMORANDUM

TO:	Derek Severson, Brandon Goldman, Planning Commission (City of Ashland), Cody Meyer, Josh Lebombard (DLCD)
FROM:	Jamin Kimmell, Pauline Ruegg, Tara Sorrels (CP)
DATE:	14 February, 2025
PROJECT:	Ashland CFEC Implementation
RE:	**DRAFT Task 2.3 Code Audit and Concept Findings**

The City of Ashland (City) is working with Cascadia Partners (CP) to review and identify all existing land use regulations that may need to be amended to be consistent with Oregon Administrative Rules related to the Climate Friendly and Equitable Communities program (OAR 660-012-0330). CP conducted a detailed audit of all relevant portions of Title 18, including standards found in zone districts, plan districts and overlay zones, site development and design standards, off-street parking standards, and related public works design standards.

This memo provides city staff with a concise summary of the findings from the CFEC Code Audit. The memo addresses:

- Overview of the CFEC program and a discussion of the relevant state policy framework, including Oregon Administrative Rules (rule 0330) and the Walkable Design Model Code (Model Code)
- Executive summary of code audit findings
- Detailed code audit findings

Based on our analysis of the existing code, we drafted conceptual recommended amendments to the code (code concepts). These concepts are identified in this memo in grey call-out boxes. Each concept is presented as an alternative for the City to consider to resolve gaps in the existing code and address inconsistencies with rule 0330 and the Model Code. Draft code concepts include general approaches or options and are offered as points of consideration for the City. As part of Task 3, CP will facilitate a discussion with city staff and the Planning Commission to determine which code concepts to pursue as part of a package of tailored code amendments. The City will adopt these code amendments to update Title 18 and other related city policies and regulations to address the issues identified in this code audit. Stakeholder outreach will take place during Task 3 after code concepts are refined to provide input as draft code amendments are developed.

CFEC Overview

State Policy Framework

The Climate Friendly and Equitable Communities (CFEC) program requires the eight most populous regions in Oregon to update their codes to:

- Reduce climate pollution;
- Provide more transportation and housing choices; and
- Improve walkable design outcomes by encouraging more compact and vibrant places.

In 2022, the Department of Land Conservation and Development (DLCD) updated Oregon Administrative Rules (OARs) to implement CFEC. Updated rules require local governments to coordinate land use and transportation planning to advance the state's climate and equity objectives. The OARs related to land use regulations relevant to the scope of this project are OAR 660-012-0330 and OAR 660-012-405(4) (rule 0330 and rule 0405). Jurisdictions must adopt land use regulations consistent with rule 0330 and rule 0405 concurrent with or before a major update to their Transportation System Plans (TSP). The City anticipates beginning its TSP update in Spring of this year (2025) through Fall of 2027.

To support cities, DLCD developed the Walkable Design Standards Guidebook (Guidebook). The Guidebook interprets the intent of OARs and presents a Model Cod for cities' consideration. The Model Code represents one example of a set of specific design and development standards that are consistent with the OARs. The Guidebook also includes guidance on key considerations when reviewing land use regulations and resources to help planners consider possible modifications to existing standards that better support walkable design outcomes. Following is a discussion of the relevant aspects of the administrative rules and Model Code.

Administrative Rules

While local governments must comply with rule 0330, the rules are written to allow broad latitude as to how to calibrate development and design standards to achieve the intent of the rules. Given the wide range of contexts that exist from city to city, and even within each city across zones and different developments, there are a variety of effective approaches to achieve more walkable outcomes. The findings from this code audit represent an evaluation of Ashland's current standards to identify potential ways in which the City could consider modifications to achieve greater consistency with rule 0330.

Land use regulations required by rule 0330 apply to the entire area of a jurisdiction within the urban growth boundary. This includes all commercial and residential zone districts. Cities are not required to update site design regulations in zones with a predominantly industrial or rural character (OAR 660-012-0330(4)(h)).

Many cities have taken the first steps required by the CFEC program and have designated infill growth areas known as Climate-Friendly-Areas (CFAs). The requirements in rule 0330 are intended to strengthen walkability in those designated CFA areas, while also enhancing the design standards required for areas outside of CFAs. There will be some overlap between code amendments related to rule 0330 and those related to land use requirements in CFAs as required by 660-012-0320. This memo does not address code amendments required for compliance with CFA rules; however, it does evaluate the land use regulations that would apply within proposed CFA boundaries for compliance with rule 0330. Ashland anticipates

adopting any code amendments required to be consistent with rule 0330 in June of 2025 in tandem with code amendments required for CFAs.

Amended land use regulations will apply to new development and not impact existing development, therefore, the impact of code changes will be incremental over time. The focus of rule 0330 is land use regulations related to the private lot. While regulations governing the public right-of-way are highly consequential to the ability of cities to meet their walkability and transportation goals, the code audit did not review regulations related to the public right-of-way. This is not to say that some land use regulations are not highly interrelated with transportation regulations; for example, street design standards, access standards, and driveway standards are addressed in Title 18 but reflect TSP policies.[1]

Model Code

The Walkable Design Standards Model Code serves as a benchmark against which local land use regulations can be compared to when evaluating consistency with rule 0330 and rule 0405. The Model Code represents the essential elements of rules 0330 and 0405; the code translates the intent of the rules into specific design standards that seek to regulate development with more walkable outcomes (see Figure 1 for a summary of which Model Code standards implement each section of rule 0030 and 0405). While jurisdictions are required to comply with administrative rules, they are not required to adopt the Model Code; rather they can use it as a tool to evaluate their local regulations and identify potential updates to improve walkable outcomes.

[1] Also not addressed in the code audit were OAR 660-012-0330(7) Low-Car Districts and OAR 660- 012-0330(8) related to transportation facilities, corridors, and sites.

Figure 1. Model Code Standards that implement OARs

OAR Section	Related Guidebook Standards
660-012-0330(3) Cities and counties shall have land use regulations that provide for pedestrian-friendly and connected neighborhoods.	
660-012-0330(3)(a)	3.1 Street Connectivity, Blocks, and Accessways 3.2 Pedestrian and Bicycle Circulation
660-012-0330(3)(b)	
660-012-0330(3)(c)	
660-012-0330(3)(d)	
660-012-0330(4) Cities and counties shall have land use regulations in commercial and mixed-use districts that provide for a compact development pattern, easy ability to walk or use mobility devices, and allow direct access on the pedestrian, bicycle, and public transportation networks.	
660-012-0330(4)(a)	2.1 Building Orientation and Frontage Design 2.3 Ground Floor Design (Residential) 2.4 Driveways and Garages 3.1 Street Connectivity, Blocks, and Accessways 3.2 Pedestrian and Bicycle Circulation Chapter 3. Compact Development
660-012-0330(4)(b)	
660-012-0330(4)(c)	
660-012-0330(4)(d)	
660-012-0330(4)(e)	
660-012-0330(4)(f)	
660-012-0330(4)(g)	
660-012-0330(4)(h)	
660-012-0330(6) Cities and counties shall have land use regulations that ensure auto-oriented land uses are compatible with a community where it is easy to walk or use a mobility device. Auto-oriented land uses include uses related to the operation, sale, maintenance, or fueling of motor vehicles, and uses where the use of a motor vehicle is accessory to the primary use, including drive-through uses.	
660-012-0330(6)(a)	2.5 Drive Through Standards 3.2 Pedestrian and Bicycle Circulation
660-012-0330(6)(b)	
660-012-0405(4)(c) Developments must provide pedestrian connections throughout the parking lot.	
660-012-0405(4)(c)	3.2 Pedestrian and Bicycle Circulation

Summary of Findings

This memo evaluates Ashland's existing land use regulations against the OARs and the Model Code to determine how well current standards and approaches are meeting the objectives of rule 0330 and 0405. Following is a summary of methodology and findings.

Code Audit Methodology

CP identified and reviewed relevant standards in Title 18 to determine if they were consistent with both the OARs and Model Code. This review included a detailed look at the intent statements for priority topics identified in the Walkable Design Standards Guidebook and for each design standard within the Model Code. For each relevant standard, CP made a determination if existing standards were generally consistent with these benchmarks. CP reviewed each relevant standard for its applicability (to certain uses or zones), review procedures, and key related definitions. To support our technical analysis, CP facilitated a meeting with city planning staff to better understand and identify existing barriers and issues in the code to achieving compact, pedestrian-friendly development in Ashland. This input is incorporated into audit findings throughout this memo.

CP's code audit also assessed whether existing relevant design and development standards meet the state requirement that the City only apply "clear and objective standards" to housing development applications (ORS 197A.400). This requirement extends to mixed-use developments that include housing. This requirement does not apply to non-residential development; however, applying clear and objective standards to non-residential development can yield benefits to the City and may align with other policy goals – these include a more predictable development review process; reduced administrative burden of interpreting the code; and consistent application of the code over time to different development projects. Therefore this memo indicates when a standard is not "clear and objective" for both residential developments *and* non-residential developments, but the City is not statutorily required to apply clear and objective standards to non-residential development.

It is important to note that the Model Code identifies a range of numeric values for many standards. We noted this in the code audit and, where applicable, made findings related to these numeric values, identifying the value that may be most relevant given the local context of Ashland.

Summary of Code Audit Findings and Code Concepts

The requirements in rule 0330 allow local governments to decide how exactly to calibrate their development and site design standards to achieve walkability. Given the wide range of contexts that exist from city to city and even within each city, there are not one size fits all answers to how to achieve walkable outcomes. This memo provides findings the City of Ashland can use to determine potential code updates to improve consistency with rule 0330 and continue to make progress toward climate, transportation, housing, and equity goals.

Provisions that are related to walkable design are located throughout Title 18, including special use standards, standards for residential and non-residential zones, and basic site design standards. Detailed site design standards are applied through several defined overlay zones (Detailed Site Design, Historic District, Downtown, Pedestrian Place, and Transit Triangle) and special districts (Croman Mill, Normal Neighborhood, North Mountain).

Generally, Title 18 is consistent with rule 0330 and rule 0405 across all base zones, overlay zones, and special districts and relevant universal standards. However, there are many standards within Title 18 that, while consistent, are not as clear and objective or as detailed as the Model Code. Code updates could target improving these key aspects of existing standards to enhance the clarity and predictability of the code and ensure consistency with Oregon Administrative Rules.

Several opportunities exist for the City of Ashland to consider updating Title 18 to be more consistent with the OARs and the Model Code. Below is a summary of the concepts for the City of Ashland to consider. While the City will need to make these changes in tandem with any major updates to the TSP, there remains flexibility in how the City chooses to improve consistency with the OARs. The concepts below take this into account. Note that some of these changes are related to land use regulations whereas others are more closely related to transportation elements and make sense to amend as part of the updates identified through the TSP.

Inconsistent with OARs

Below are summarized portions of Title 18 that the consultant team recommends be updated in order to be consistent with rule 0330 and rule 0405.

- Limit the maximum width of driveways and garages and prohibit garage entrances that are closer to the street lot line than the building façade in residential zones.
- Apply entry location and orientation design standards to single detached dwellings and duplexes.

Both changes will promote more sociable development patterns and slow, comfortable streets as required in the OARs.

Inconsistent with Model Code

Below are summarized portions of Title 18 that the City may choose to update to improve clarity and/or walkable design outcomes, but generally these regulations are consistent with the OARs. Changes could include amending existing code with additional design standards that reflect aspects of the Model Code and/or converting discretionary standards to more clear and objective standards.

- Consider amending basic site review standards for nonresidential uses to improve their specificity and advance pedestrian-oriented design with clear and objective standards.
- Change the applicability of any standards that are not clear and objective so that they do not apply to mixed use developments that include residential uses.
- Consider updating existing residential design standards to further support pedestrian-oriented frontage design with clear and objective standards for residential uses within 20 feet from the front lot line.
- Consider updating drive-through special use standards to be more clear and objective and incorporate additional design standards from the Model Code, as long as they are proportional to the redevelopment of existing permitted sites.
- Consider minor updates to pedestrian and access circulation standards to better connect main entrances within a certain proximity to the street with walkways, require wider pathways through sites and parking lots, and require pedestrian connections to bicycle parking and recreation areas on- and off-site.
- Consider updating its connectivity standards to be more clear and objective and allowing the current multi-use path cross section to be used in lieu of a full street connection to meet maximum block length standards beyond current exceptions related to topography and natural features.
- Consider expanding the threshold for developments required to orient to and provide transit facilities beyond non-residential, large-scale projects over 10,000 square feet. The threshold could require development sites located on an existing or planned transit route, within 100 feet of an existing or planned transit stop, and residential developments with more than 25 dwelling

units to provide additional transit facilities if substantial evidence of projected transit ridership or other transit impacts is presented by the transit provider.

Code Audit

This section of the memo includes detailed code audit findings organized by the priority topics identified in the Walkable Design Standards Guidebook. Within each priority topic, CP has noted the intent and applicability of standards in the Model Code and the relevant standards as found in Title 18. CP has evaluated how consistent the standards are with rule 0330, rule 0405, and the Model Code intent and applicability. We have also noted if standards are or are not clear and objective standards.

1. Pedestrian-Oriented Site Design

A pedestrian oriented environment prioritizes the experience and safety of those on foot by creating an engaging, accessible, and walkable public space. There are five sets of related design standards relevant to this priority topic. They include Building Orientation and Frontage Design; Ground-Floor Design of Non-Residential + Mixed-Use Buildings; Ground-Floor Design of Non-Residential + Mixed-Use Buildings; Driveways and Garages; and Drive-Through Facilities.

Building Orientation and Frontage Design

Intent: Individual buildings are oriented toward the street and engage people walking and rolling by through human-scale design details including building entries, storefront windows, open spaces, and stoop, porches, or other semi-public spaces.

Applicability: The standards apply to nonresidential and mixed-use developments and all residential developments except accessory dwelling units.

Relevant standards include:

- Maximum setback
- Building orientation/parking location
- Frontage design
- Building entrances

Title 18 applies different sets of design standards based on land use type, e.g. there are different entrance standards required of residential vs. commercial or mixed-use development types. In contrast, the Model Code requires different uses to meet similar standards; a distinction is made not based on use but given the level of pedestrian and transit activity, e.g., sites adjacent to streets with transit lines or along key corridors, in downtowns, or in designated CFAs are required to provide additional frontage design elements to support increased pedestrian activity. To better assess the consistency of Ashland's design standards, our audit reviewed all relevant standards for building orientation and frontage design by use type.

Non-Residential Development

Maximum Setback/Frontage Design

There are no minimum or maximum setbacks applied to non-residential uses in commercial or employment zones in the Unified Standards for Non-Residential Zones (Table 18.2.6.030). These are the

zones subject to rule 0330, along with residential zones discussed in the following section. The one exception is when non-residential buildings abut residential zones – in this case there is a minimum required front setback of 10 feet, but no maximum setback. This is generally consistent with rule 0330 as the lack of minimum setbacks means a building is not precluded from fronting the street. It is important to note that the vast majority of the relevant commercial and employment zones are subject to Overlay Zones that do apply a maximum setback consistent with rule 0330 and the Model Code.

Basic Site Design Standards for non-residential development require building façades to occupy "a large majority of a project's street frontage and avoid "extensive gaps between building frontages" (18.4.2.040.B). While consistent with rule 0330 and the Model Code, this standard is not clear and objective. The Model Code requires 50-75% of the length of ground-level street-facing façades to meet a maximum setback standard. The intent of this standard is to limit how far buildings can be setback from the street to encourage pedestrian activity. While Basic Site Design Standards have a similar intent, the standard applied is not clear and objective and, lacking a maximum setback, does not prevent buildings from being set further back from the public ROW.

Detailed Site Design Review Standards for non-residential development prohibit any building being set back more than 5 feet from a public sidewalk unless the area is used for pedestrian activities or required utility easements (18.4.2.040.C). If there is more than one structure on a site, a minimum of 65% of the aggregate building frontage must be within 5 feet of the sidewalk. This is consistent with rule 0330 and the Model Code. The City may want to consider more clear and objective standards. For example, requiring buildings to "incorporate lighting and changes in mass, surface or finish to give emphasis to entrances" is not as clear and objective as the Model Code. Additional Standards for Large Scale Projects (18.4.2.040.D) are consistent with rule 0330 and the Model Code and require pedestrian amenities by way of plazas that must meet design standards.[2]

Building Orientation/Parking Location

Basic Site Review Standards prohibit off-street parking and vehicle circulation areas between the building and the street (18.4.2.040.B). This is consistent with rule 0330 and above and beyond the Model Code; the Model Code prohibits these auto-oriented spaces only in front of the portion of the building required to meet a maximum setback, except for sites adjacent to transit corridors or along main streets or in downtowns.

However, the City's Basic Site Review Standards are not as clear and objective as the Model Code standard that specifically limits vehicle parking and circulation areas within 20 feet of the street to no more than 50% of the length of the street lot line and provides clear and objective dimensions and design elements required for pedestrian amenity spaces. Title 18 merely requires that "spaces between buildings consist of landscaping and hard durable surface materials to highlight pedestrian areas." The City may want to consider more clear and objective standards.

Parking Location and Design Standards (18.4.3.080.E.6) require parking areas adjacent to the sidewalk or residential zones to screen parking with landscaping. This is consistent with rule 0330 and the Model Code.

Building Entrances

Basic Site Design Standards require building entrances for non-residential uses to be located within 20 feet of the public right-of-way to which they are oriented (18.4.2.040. B). When a building is located on a corner lot, its entrance must be oriented to the higher order street or to the corner. Building entrances

[2] Apply to projects greater than 10,000 square feet or longer than 100 feet in length or width.

are required to be open to the public during business hours. This is consistent with rule 0330 and the Model Code.

Residential Development

Maximum Setback

Minimum setbacks are applied to residential uses in all base zones via Unified Standards for Residential Zones (18.2.5.030). Residential uses in non-residential zones are subject to the same setback standards for permitted uses in the underlying zone (18.2.3.130) - see the relevant discussion for these standards in the prior section. While there are no maximum setbacks in residential zones, the minimum setbacks are relatively consistent with the intent of rule 0330 and the Model Code. In particular, the code allows for an unenclosed porch to have a reduced minimum front setback of 8 feet.

Similar setback standards apply to residential uses in Plan Districts and Overlay Zones. Several of these zones apply maximum setbacks to residential uses instead of minimums (Croman Mill, North Mountain, Pedestrian Place Overlay, Transit Triangle Overlay). These are consistent with rule 0330 and the Model Code.

Frontage Design

Any residential use in any zone subject to Site Design Review must meet the Building Placement, Orientation, and Design Standards in Section 18.4.2.030. This includes any residential use of 3 or more units on a lot, including attached (common wall) single-unit dwellings such as townhomes or condominiums, and multi-family dwellings. These standards do not apply to single-family units, duplexes, or accessory residential units. Applicable residential uses are required to meet a limited set of design standards including crime prevention and defensible space, building orientation, building materials, common open space, landscaping, and street tree standards (among others).

These standards address basic design aspects including building placement and orientation, but do not address aspects covered in the Model Code related to the design of an interesting and engaging street frontage such as pedestrian amenity spaces or ground floor dwelling entrances. This is particularly relevant for residential uses located close to the front lot line. While there are limited higher density ground floor residential uses in Ashland today, the City expects an increasing number of these types of development, especially given the designation of CFAs. The City could see residential-only developments, as opposed to mixed-use developments with commercial uses on the ground floor, in the Railroad Property and Transit Triangle CFAs. These types of residential development are also permitted in the NM-C Overlay in the North Mountain Neighborhood.

The majority of Section 18.4.2.030 standards, while consistent with the intent of rule 0330, are not entirely consistent with the Model Code. Some of these standards are also not clear and objective and, therefore, may not be applied to any housing development. The City may consider amendments to these standards for residential uses to further support pedestrian-oriented frontage design.

Residential uses in Special Districts and Overlay Zones are subject to different site design standards. For example, a residential use located in any Special District is subject to the site design standards of that district. This includes the Croman Mill, Normal Neighborhood, and North Mountain Neighborhood Districts. Any residential use within the Detail Site Review, Downtown, Historic District, Pedestrian Place, or Transit Triangle Overlay are subject to additional design standards. Our audit reviewed these additional design standards and found them consistent with rule 0330 and the Model Code. The City may want to consider more clear and objective standards in the Downtown and Historic District overlays.

Residential uses that are part of a mixed-use development[3] are defined as a "non-residential use" in Title 18. As such, mixed-use development is subject to Basic and Detailed Site Design Standards for non-residential development. The majority of Site Design Standards within Sec. 18.4.2.040 are not clear and objective and, therefore, cannot be applied to any mixed use development that includes housing.

Residential uses in Non-Residential Zones are subject to the Residential Overlay (18.3.13), but this overlay does not apply additional design standards. It limits the percentage of the ground floor in a mixed-use development that can be designated for residential, as opposed to commercial uses, and applies a maximum residential density limitation. This is consistent with rule 0330. Permitted uses and development standards are not addressed in the Model Code.

Building Orientation/Parking Location

The location and total area of parking spaces and circulation areas are limited in residential zones through Building Placement, Orientation, and Design Standards (18.4.2.030.A.1.a). Parking areas are discouraged immediately abutting dwelling units. While these standards are consistent with the intent of rule 0330, they are *not consistent with the Model Code* in terms of the level of detail and lack of clear and objective standards.

Further design standards related to parking location are applied through the Parking Location and Design Standards (18.4.3.080.A). These standards limit parking in front and side yard setbacks abutting the street and limit the total size of the vehicle-serving areas on a lot. These standards are consistent with rule 0330 and the Model Code.

Building Entrances

Residential uses are subject to Building Placement, Orientation, and Design Standards (18.4.2.030). These standards require dwelling units to have their primary orientation to a street, with any building located within 20 feet of a street being required to have a primary entrance opening toward the street and connected to the right-of-way with a walkway. These standards are consistent with rule 0330 and the Model Code; standards meet the intent to avoid entrances set further back from the street or on another building face other than the street-facing façade, e.g. the side or rear façade.

However, the Model Code requires that all residential uses meet entry orientation standards, including single-detached houses and duplexes. Some design standards apply to single-detached houses and duplexes (18.2.5.090), but the intent of those standards is to "provide visual relief," which is not directly related to providing a pedestrian-oriented frontage. Currently Ashland only applies these requirements to residential building types with 3 or more units on a lot. *This is not consistent with rule 0330 or the Model Code.* The City could consider requiring an entry orientation/location requirement for single-detached and duplex residential uses.

Code Concepts: The City may consider the following updates to Title 18 related to building orientation and frontage design:

- Consider amending the Building Placement, Orientation, and Design standards for residential uses to improve their specificity and ensure they are clear and objective.
- Consider amending the Basic Site Review standards to improve their specificity and ensure they are clear and objective.
- Change the applicability of any standards that are not clear and objective so that they do not apply to mixed use developments that include residential uses.
- Consider adding an entry location and orientation standard for single-family dwellings and

[3] Mixed-use is defined as a use that includes "any combination of residential uses with commercial, civic, or light industrial uses."

duplexes.

Ground-Floor Design of Non-Residential + Mixed-Use Buildings

Intent: The ground floor is where people interact and experience a building. Required ground floor design elements promote an engaging and comfortable sidewalk experience, making walking more comfortable and interesting.

Applicability: The standards apply to nonresidential uses on the ground floor of a nonresidential or mixed-use building. The standards apply to ground-level, street-facing façades that are within 20 feet of a street lot line or a pedestrian amenity space.

Relevant standards include:

- Transparency
- Weather protection

Following are code audit findings related to each of these sets of relevant standards:

Transparency

Ashland has transparency standards that apply to non-residential uses within its Site Design Standards (18.4.2.040.C.1) and in the design standards for Croman Mill Plan District (18.3.2.060.B) and Downtown (18.4.2.060.C.4).

Basic Site Design Standards do not include any transparency requirements. Detailed Site Design Standards require any wall within 30 feet of the street, a plaza, or other public or common open space have at least 20% of the wall area be transparent. While these standards are consistent with rule 0330, *they are not consistent with the Model Code.* The existing requirement falls far outside the range cited in the Model Code for minimum transparency on the ground floor (20% vs. 50-75%) nor is it clear and objective. While Ashland's standards apply to both the ground floor and upper floor of the building, the Model Code provides more flexibility and recognition of multiple street frontages on a lot and only applies standards to the ground level. The Model Code defines an area between 2 and 8 feet above sidewalk grade and defines "transparent" as meeting a minimum visible transmittance of at least 60%.

Within the Croman Mill Plan District the transparency requirement is higher (50%) and applies to the ground floor of the building. This is consistent with rule 0330 and the Model Code. Ashland may choose to update the standard to be more clear and objective as indicated above. Downtown design standards are structured differently and do not cite a specific transparency percentage but rather a rhythm and scale of windows and doors. This is consistent with the unique historic character of Downtown and consistent with rule 0330.

Weather Protection

There are limited code standards requiring weather protection in the code. Within the Croman Mill Plan District there is a requirement to incorporate building features that protect pedestrians from the weather (18.3.2.060.B. 2), but no specific standards are established for the dimensions of the weather protection. There is a similar requirement in the Downtown Design Standards Overlay to provide awnings and other similar features (18.4.2.060.C.9).

There are no weather protection requirements in the Basic Site Standards or Detailed Site Design Standards for Non-Residential Development. *This is not consistent with the Model Code*.

Code Concept: The City may consider the following updates to Title 18 related to transparency and weather protection:

- Convert discretionary transparency standards for non-residential uses to more clear and objective standards and consider updating the percentage of transparency required to be more aligned with the range in the Model Code.
- Consider clear and objective standards requiring weather protection for a certain percentage of the length of the ground-floor façade to provide coverage for pedestrians and encourage walking.

Ground-Floor Design of Residential Buildings

Intent: To encourage walking and sociable development patterns by promoting an interesting and engaging and human-scale sidewalk experience while preserving the privacy of residents. Spaces such as porches, stoops, and other semi-public spaces support social interaction and provide a transition from public to private spaces.

Applicability: The standards apply to residential uses on the ground floor of a mixed-use building and all residential buildings except accessory dwelling units and manufactured dwellings.

Relevant standards include:

- Transparency
- Transition to Residential Entrances

Title 18 has design standards for residential uses in several areas of the code. Following are code audit findings related to each of these sets of relevant standards.

Standards for Residential Zones

There are limited design standards applied to single-family dwellings and duplexes (18.2.5.090). These standards primarily address the design of the façade, rather than the massing, location, or other aspects of the residential development. These standards are consistent with rule 0330 and generally consistent with the Model Code. However, the Model Code does apply a minimum 15-20% transparency standard to any street-facing façade within 20 feet of a street lot line for any residential use except accessory dwelling units and manufactured dwellings.

These standards are intended to strengthen the connection between private spaces and the public realm, fostering safe and sociable spaces and streetscapes. Unified Standards for Residential Zones (18.2.5.030) set a minimum front setback of 15 feet, so in some limited instances, there may be homes located close enough to the street that the Model Code would regulate the required percentage of transparency. The City may want to consider extending transparency requirements to dwellings closer to the street lot line.

The Model Code requires any dwelling units closer than 10 feet to a street lot line to provide transitions to residential entrances, but this is not applicable as the minimum front setback in Title 18 is 15 feet.

Special Use Standards

In Chapter 18.2.3 there are special-use design standards for ADUs (18.2.3.040), cottage housing (18.2.3.090), duplexes (18.2.3.110), and residential uses in non-residential zones (18.2.3.130). These standards are primarily development standards related to the massing and location of buildings on a lot and do not address aspects covered in the Model Code. Therefore, they are not relevant to this code audit's findings.

Site Development and Design Standards

Basic Site Design Standards do not include any transparency standards or require a transition to residential entrances. There is a requirement that windows be "located so that vulnerable areas can be easily surveyed by residents" (18.4.2.030.A.1.b). There are also relevant private open space standards that include a clear and objective standard for the minimum dimensions of private open spaces for ground-floor dwelling units (18.4.4.070.D.2). While these standards meet the intent of rule 0330, *they are not consistent with the Model Code*. The City may want to consider applying transparency and transition standards as part of its Basic Site Design Standards.

Detailed Site Development and Design Standards

Properties within the Detailed Site Review Overlay (18.3.12) are subject to design standards; this includes the Downtown Design Standards Overlay, Historic District Overlay, Pedestrian Place Overlay, and Transit Triangle Overlay. Detailed Site Review Standards within these Overlays are generally consistent with the intent of rule 0330 and the Model Code.

There are development standards in the Residential Overlay (18.3.13.010) that limit the overall percent of the ground floor area in mixed-use developments that can be designated for residential uses and sets a maximum residential density of 15 dua. Allowing residential uses on the ground floor and requiring them to be in close proximity to the street and designed for pedestrian-orientation is consistent with rule 0330.

Code Concept: The City may consider the following updates to Title 18 related to ground-floor design of residential buildings:

- Change the applicability of standards for residential uses to include residential uses within 20 feet from the front lot line. These standards could include required clear and objective transparency and transition to residential entrance standards.

Driveways and Garages

Intent: The visual prominence of garages, parking, and vehicle circulation areas is minimized and points of conflict between pedestrians and bicycles and vehicles are reduced. The planting strip along the street is maximized to buffer people using the sidewalk, increase the supply of on-street parking, and support planting street trees.

Applicability: The standards apply to residential, nonresidential (except for industrial), and mixed-use developments.

Relevant standards include:

- Driveway Location
- Driveway Separation / Width
- Garage Width/Setback

Following are code audit findings related to each of these sets of relevant standards.

Driveway Location

The City requires properties with alley access in its Base Zones and Plan Districts to take vehicle access only from the alley. Driveway approaches and curb cuts onto adjacent streets are not permitted (18.4.3.080.C.5). This is consistent with rule 0330 and the Model Code.

For single-detached unit lots and multi-unit developments, the number of driveway approaches and curb cuts is limited to one per frontage. *This is not consistent with the Model Code.* For sites with more than one frontage that is not on an alley, the Model Code limits driveway approaches for lots with frontages on two streets to only one driveway approach. The City may want to revisit this as part of the TSP update.

Driveway Separation

Vehicle Area Design Standards (18.4.3.080.C) stipulate the design requirements for vehicular access and circulation on-site. According to the TSP, the minimum permitted width between driveways on neighborhood streets is:

- 24 feet between driveways for two units or fewer per lot
- 50 feet between driveways for three or more units per lot

These minimum distances between driveways are consistent with rule 0330 and the Model Code.

Driveway Width

Vehicular Access and Circulation standards (18.4.3.080.D) regulate the minimum width of driveways. *This does not support the intent of rule 0330, specifically the desire to promote sociable development patterns, and is not consistent with Model Code.* The Model Code regulates a maximum overall width of the driveway to reduce its impact on the pedestrian environment. The Model Code regulates the maximum width of driveways according to the number of vehicles being served, e.g., a single-width vehicle parking area is a driveway serving either one parking space or one-car garage, etc.

The North Mountain Neighborhood Plan District does regulate the maximum width of driveways (18.3.5.100.A.7). The dimension, however, is below that recommended in the Model Code (9 feet vs 10 to 12 feet) and conflicts with current public works standards.[4] The City may want to revisit this as part of the TSP update.

The City does permit the use of shared driveways in its Vehicular Access and Circulation Standards (18.4.3.080.C.4), but does not have established maximum widths for shared driveways, except in the North Mountain Neighborhood Plan District (18.3.5.100.7). Nor is there specific mention of the permitted use of tapered driveways.

[4] Note that where no alley is present and garages for multiple dwellings share a common wall (e.g., townhomes), a 12 foot wide common driveway may be used to serve for paired garages.

Garage Width/Setback

There is no limitation on the width of garages in Title 18, except in the North Mountain Plan District. Section 18.3.5.100.A.4(e) limits the width of garage openings to 22 feet. *This does not support the intent of rule 0330, specifically the desire to promote sociable development patterns, and is not aligned with Model Code.* The Model Code limits the total garage width as a percentage of overall street-facing façade and can include exceptions for narrow lots.

According to Standards for Urban Residential Zones (Table 18.2.5.030.A), garages must be set back a total of 20 feet. This complies with the Model Code in two ways. First, garages must be set back a sufficient depth to allow for a parked car to park in the driveway space in front of a garage without blocking the sidewalk. Secondly, the garage setback of 20 feet is greater than the front setback of 15 feet required for the lot. To be more consistent with the intent of rule 0330 and the Model Code, the City could consider more explicitly not permitting a garage entrance to be closer to the street lot line than a building façade. The City currently has this limitation in the North Mountain Plan District, where garages must be setback 15 feet from the primary façade, and this code provision has resulted in built outcomes that are pedestrian-oriented.

Code Concept: The City may consider the following updates to Title 18 related to driveways and garages:

- **As part of its TSP update**, the City may want to consider limiting the number of curb cuts to one per lot rather than one per frontage for single-detached units and multi-unit developments.
- Apply maximum widths for driveways that are consistent with public works standards. This could include regulating the overall driveway width in correlation to the number of vehicles being served, e.g., 1 vs 2-car and/or more clearly regulating the use of shared and tapered driveways to reduce the number of total curb cuts and maximize the curb for on-street parking and street trees.
- Apply limitations to the total width of garages in residential zones as a percentage of overall street-facing façade and prohibit the garage entrances closer to the street lot line than the building façade. This could include exceptions and/or different standards for narrower lots.

Drive-Through Facilities

Intent: To support pedestrian-oriented site design for drive-through facilities. Buildings are oriented to the sidewalk and offer points of entry and service that can be accessed on foot. Following are code audit findings related to relevant design standards for drive-through facilities.

Applicability: The standards apply to new developments with drive-through facilities, the addition of drive-through facilities to existing developments, and the relocation of an existing drive-through facility.

Drive-Through Facility Design Standards

OAR 660-012-0330(6) directs jurisdictions to ensure that auto-oriented uses provide safe and convenient access opportunities for people walking, using a mobility device, or riding a bicycle. Other portions of rule 0330 also apply to the impact auto-oriented uses have on pedestrian-orientation and connected neighborhoods. There is no requirement to prohibit auto-oriented uses per rule 0330, however the Model Code recommendation is to limit the zones where these uses are permitted and adopt design standards to address their impacts on the pedestrian environment.

Ashland's regulations are consistent with both rule 0330 and the Model Code. Auto-oriented uses are limited to the C-1, C-1-D, E-1, and M-1 zones but further regulated via Special-Use Standards or only permitted as Conditional Uses.

Drive-throughs, or "drive-up uses" as defined in Title 18, are further limited than the broader category of auto-oriented uses. The City has a long-standing cap on the total number of drive-throughs permitted in Ashland.[5] Drive-up Uses are a permitted use only in C-1 and C-1-D within a geographically-defined area and prohibited within the Historic District Overlay[6].

Special Use Standards (18.2.3.100) are applied including: limitations on average waiting time in line for vehicles; waiting areas to accommodate customers requiring excessive waiting time; a way for customers to leave the waiting line; flat grade for stacking areas; design to allow natural ventilation; sufficient stacking area to not obstruct public-right-of-way; and limitations on the sound level of the communications system.

Drive-through rights may be transferred via a transfer permit, but any drive-up use discontinued for six months will no longer be permitted. If a drive-through use is transferred to another user and the drive-up use remains, then the new use would be subject to Site Design Standards via Site Review or a Conditional Use Permit. While these standards are consistent with the Model Code, the City may want to consider a few additional provisions in the Model Code:

- Definitions: Title 18 defines "drive-up uses" broadly but does exclude automobile fuel stations. The Model Code, in contrast, defines these types of uses as "vehicle servicing uses" and exempts these uses from many design standards. For example vehicle servicing uses do not need to provide pedestrian service areas or locate stacking or service areas behind the building, but they are required to limit the maximum length of stacking lanes.
- Special Use standards (18.2.3.100) attempts to limit the amount of time vehicles spend idling while queued and to reduce the impact of stacked vehicles on the right-of-way. The Model Code has more clear and objective standards to address this, including limitations on stacking lanes.[7]
- Current Special Use Standards do not include a requirement to provide pedestrian connections on-site between entrances and the adjacent sidewalk. Nor is there a requirement to provide a walk-up service area dedicated to use for pedestrians or bicyclists. This walk-up service area is required to be connected to the sidewalk and include a pedestrian-amenity space.

Code Concept: The City may consider the following updates to Title 18 related to drive-through uses:

- Convert some, or all, design standards applied to drive-up uses to more clear and objective standards.
- Consider if Special Use Standards could require additional standards that emphasize the pedestrian-orientation of drive-up uses as long as they are proportional to redevelopment of existing permitted drive-up sites.

[5] All drive-through uses were capped at the twelve existing uses in 1984.

[6] There is an exception for four existing drive-throughs associated with banks. These existing uses are subject to existing standards in Section 18.2.3.100.C.

[7] In addition the Model Code requires stacking lanes to be located behind the building. This standard, however, is likely to be too restrictive given that it would only be applied to redevelopment of existing properties. This requirement would not be proportional.

2. Connectivity + Access

Well connected street networks, pedestrian paths, bike lanes, and public transit options enhance the ease with which people can move between key destinations and encourage people to travel not by personal vehicle. There are three sets of related design standards relevant to this priority topic. They include Street Connectivity, Blocks, and Accessways; Pedestrian and Bicycle Circulation; and Transit Facilities.

Street Connectivity, Blocks, and Accessways

Intent: Complete and interconnected network of public and private streets and accessways provide direct and convenient routes between key destinations. Smaller block sizes reduce walking distances and out-of-direction travel and promote route and mode choice.

Applicability: The standards apply to nonresidential or mixed-use developments and all residential developments that meet the thresholds for site design review where transportation improvements are required. The standards also apply to any land division application where transportation improvements are required.

Relevant standards include:

- Required street connections
- Maximum block lengths
- Pedestrian and bicycle accessways

Following are code audit findings related to each of these sets of relevant standards:

Required Street Connections

Special Plan Districts (Croman Mill and Normal Neighborhood) must comply with any relevant street plans and street design standards (18.3.2.060.A and 18.3.4.060.A.1). These Plans and Standards are consistent with rule 0330 and the Model Code.

In other base zones across Ashland, Street Design Standards (18.4.6.040) apply to all street improvements, including new streets, alleys, pathways, and the extension or widening of existing streets. Ashland's Street Design and Connectivity Standards and required Street Layout and Design Principles go above and beyond the Model Code and meet the intent of rule 0330 to an exemplary degree. These aspects of the code are highly integrated with the City's TSP.[8]

Dead end streets are not permitted to exceed 500 feet in length and are generally discouraged except in areas where topographic, environmental, or physical features preclude a connection. Cul-de-sacs are similarly discouraged. Title 18 permits the use of multi-use paths or trails in conditions where a street connection is not feasible. This is consistent with the intent of rule 030 and the Model Code.

Connectivity Standards (18.4.6.040.E) require that streets be interconnected to reduce travel distance; promote the use of alternative modes; and provide for efficient delivery of services and multiple travel routes. These connections are required unless prevented by environmental or topographical constraints or existing development patterns. This is consistent with the intent of rule 030 and the Model Code.

[8] It is worth noting that all streets serving four units or greater that are in an R-1, RR, or WR zone must be dedicated to the public and developed to meet these street standards. Public Works has raised concerns with this code standard and the responsibility to maintain a public street limited in scale. This may be worth revisiting during the City's TSP update.

Hillside Streets and Natural Area Standards (18.4.6.040.I) go above and beyond the Model Code in terms of limiting the conditions where alternatives may be sought for meeting connectivity requirements. Guidance is provided in this section of the code as to required street connections. Connections should be made where: planned streets are noted on the Street Dedication Map; when development abuts a vacant, redevelopable, or future development phase; and integrated with existing circulation systems and land development patterns. These standards are consistent with rule 0330 and the Model Code; however, many of the standards in this section are not clear and objective.

Connectivity Standards related to alleys (18.4.6.040.E.5) recommend the use of alleys where possible given their positive contribution to the form of the street and neighborhood spaces. Several Plan Districts also encourage and/or require the use of alleys according to a street network plan. This is consistent with rule 0330. Cities do not need to require the use of alleys to increase connectivity.

Maximum Block Lengths

Walkable Neighborhood Standards within the Street Connectivity Standards (18.4.6.040.E.9) require that all street improvements promote a walkable pattern by meeting maximum block lengths. Block lengths must be a maximum of 300 to 400 feet. Block perimeters must be a maximum of 1,200 to 1,600 feet. Exceptions may be made given physical conditions of a site that preclude meeting these standards. When block lengths exceed this maximum length, Title 18 indicates other measures that may be used to provide connections and route options to reduce trips. This section of Title 18 is consistent with rule 0330 and the Model Code.

Pedestrian and Bicycle Accessways

Required Street Layout and Design Principles (18.4.6.040.D.6) allow for multi-use paths or trails to be used to meet connectivity standards but only where extreme conditions prevent a required street connection. This is consistent with the intent of rule 0330. However, it is worth noting that the Model Code does provide an alternative approach to allow the use of accessways to meet minimum block length standards. This type of change would need to be balanced with concerns related to reducing vehicular connectivity and reducing the amount of space for on-street parking. The current multi-use path cross section is consistent with the Model Code design standards and would allow for comfortable pedestrian and bicycle connections.

Code Concept: The City may consider the following updates to Title 18 related to street connectivity, blocks, and accessways:

- **As part of its TSP update**, the City may want to consider updating its Connectivity Standards to be more clear and objective.
- **As part of its TSP update**, the City may want to consider if the current multi-use path cross section could be used in lieu of a full street connection to meet street connectivity and maximum block length standards beyond just in exceptions related to topography and natural features.

Pedestrian and Bicycle Circulation

Intent: Safe connections to and through sites reduce the scale of larger sites and provide convenient and comfortable access to key destinations.

Applicability: The standards apply to nonresidential and mixed-use developments and all residential developments except single-unit dwellings, accessory dwelling units, middle housing dwellings, manufactured dwellings, residential training homes and residential treatment homes.

Relevant standards include:

- Connections to the street
- Connections to abutting properties
- Internal connections
- Walkway design

Following are code audit findings related to each of these sets of relevant standards.

Connections to the Street/Abutting Properties

According to Pedestrian Access and Circulation (18.4.3.090), all parking, access, and circulation facilities in all zones, except single-family dwellings on individual lots, accessory residential units, duplexes, and associated accessory structures, must provide a connected system of walkways. These standards are applied whenever any building is erected or enlarged, parking, access or circulation is expanded or reconfigured, or the use is changed. While the uses these standards are applied to are consistent with the Model Code, the City applies a lower threshold of applicability, specifically to a change in use or enlargement or reconfigured parking and access or circulation. This goes above and beyond the Model Code and is consistent with rule 0330.

A continuous system of walkways throughout the site must connect all development to all future phases of development, and to existing or planned off-site adjacent sidewalks, trails, parks, and common open spaces to the greatest extent practicable and calls for stubbing walkways. This is consistent with rule 0330 and the Model Code. The City may also want to consider requiring connections to bicycle parking and recreational areas.

Safe, reasonably direct, and convenient walkway connections must be provided between primary building entrances and all adjacent streets (18.4.3.090.B.2). While the intent of these sections of Title 18 are consistent with rule 0330, the Model Code language is more clear and objective. For example, all primary buildings located within 100 feet of a street lot line must provide a connection between main entrances and the adjacent street. The connection may not be more than 120 percent of the straight line distance between the entrance and the street. This is more clear and objective than the Title 18 requirement that the path be “reasonably direct” and “safe and convenient.”

Internal Connections

Within a development, Pedestrian Access and Circulation Standards (18.4.3.090.B.3) require that all building entrances be connected to one another to the extent practicable, and all on-site parking areas, common and public open spaces, and common areas be connected. While this is consistent with rule 0330 and the Model Code, the Model Code has more clear and specific language the City may want to consider. For example, all main entrances on the site that are more than 20 feet from the street must be connected with a continuous walkway system.

Per 18.4.3.090.B.3.c a protected raised walkway is required through parking areas of 50 or more spaces and where pedestrians must traverse more than 150 feet of parking areas. This is consistent with rule 0330 and rule 0405 and goes above and beyond the Model Code design standards.

Walkway Design

Walkway Design and Construction Standards within the Pedestrian and Access and Circulation Standards (18.4.3.090.B.4) establish design standards for continuous walkway on a site. The City requires a 5 foot wide walkway that is raised and curbed or distinguished by surface treatments and materials to separate walkways from vehicle-manuvering areas. These standards are consistent with rule 0330 and the Model Code with one exception. The minimum defined walkway width is slightly below the recommended minimum walkway width.

The Model Code identifies a range between 6 feet and 8 feet with a recommendation to use the wider minimum width for walkways that abut parking spaces, unless the spaces are equipped with wheel stops. The Walkable Design Guidebook suggests that cities may want to consider wider walkways for commercial land uses where customers frequently use shopping carts.

Code Concept: The City may consider the following updates to Title 18 related to pedestrian and bicycle circulation:

- Amend the definition of Main Entrance within Pedestrian and Access Circulation Standards so that main entrances within a certain proximity to the street are connected with pedestrian walkways.
- Consider additions to the on- and off-site project elements that a project must provide connections to such as bicycle parking and recreation areas.
- Consider if exemptions could be made for deviations in the route of pedestrian circulation pathways to preserve trees.
- Apply wider minimum walkway widths to certain use types and/or include details related to the use of wheel stops.

Transit Facilities

Intent: Buildings and entries are oriented to transit routes, and there are safe and convenient pedestrian connections to encourage different modes of travel. Even if the public realm is undersized or not yet developed, development of a certain scale is required to provide facilities and amenities to support transit use.

Applicability: The standards apply to projects on or within 100 feet of an existing or planned transit route; residential developments with more than 25 dwelling units (residential building types including but not limited to single detached subdivisions, middle housing development, and multi-unit dwellings development[)]; commercial, office, and institutional development with greater than 50,000 square feet of gross floor area; and industrial developments with more than 100,000 square feet of gross floor area. Following are code audit findings related to relevant transit facility standards.

Transit Facility Standards

Ashland requires large scale non-residential projects to provide transit amenities as part of site design review (18.4.2.040.D). This applies to developments greater than 10,000 square feet in gross floor area, more than 100 feet of building frontage, or projects in the Ashland Street Corridor. This is consistent with rule 0330. *This is not consistent with the Model Code.* The Model Code requires projects of all types that are located on an existing or planned transit route or within 100 feet of an existing or planned transit to be reviewed to determine if transit facilities will be required.

Amenities may include bus shelters, pullouts, and designated bus lanes in accordance with the Ashland Transportation System Plan and guidelines established by the Rogue Valley Transportation Districts. Ashland's Street Design Standards (18.4.6.040.D.21). This is consistent with rule 0330 and the Model Code. The City may want to consider applying the standards for non-residential development to other project types, but amending the standards to ensure they are more detailed, clear, and objective.

Code Concept: The City may consider the following updates related to transit facilities:

- Consider if the threshold for applicability should extend to include: projects on development sites located on an existing/planned transit route or within 100 feet of an existing /planned transit stop; and residential developments with more than 25 dwelling units.
- Convert discretionary standards for transit amenities for both residential and non-residential uses to more clear and objective standards.

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Public Comment

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Michael Sullivan

From: noreply@civicplus.com
Sent: Wednesday, February 12, 2025 12:09 PM
To: planning
Subject: Online Form Submittal: Contact Planning Commission

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL SENDER]

Contact Planning Commission

Full Name	Joan E Thorndike
Phone	541.944.1016
Email Address	joansmedfab@gmail.com
Subject	Construction Permits on Granite Street
Type of Testimony	Written
Message	Dear Planning Commission and Staff, I am a 40 year resident of Ashland, my family and I live in the old farmhouse of Granite Street when Granite St was a cherry orchard. Over the years we've seen change, of course, some of which is watching little homes replaced by large houses (some seemingly unoccupied). But then, in the last couple of years, permits were approved for inconceivably large projects - two outsized constructions both of which involve dramatically transforming the fragile landscape on which they stand. One construction is on the slopes across from the Parks Department which has involved a full year's worth of dump trucks rolling down Granite Street filled with soil dug from the hill. the other is a massive excavation right next to the Ashland Creek at the upper reaches of Granite. This time it's dump truck after dump truck carrying spectacularly large boulders that belong to the river. We did witnessed the 2007 flood, we watched the landscaper of the former Cape Cod style house take mitigating measures to deflect the creek which had become a raging river. I'm sure you remember that our town suffered upwards of $50 million in property damage. I am not questioning a person's taste, but I do question my City granting permission to transform our landscape on such a grand scale. I thought our town took pride in values of

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	conservation, respect and care of our land, parks, creeks and forests, reducing the impact of our human footprint, etc. These permits are 100% contrary to these values and too obviously about money. As climate warming and erratic behavior continues to leap into our daily existence, is this the Ashland we want our Planning Commission and Department to endorse and promote? I truly value those of you who serve our City and I thank you for your work. But please, in light of the destruction of Los Angeles and our own very recent experiences, could we please rethink these kinds of construction permits, could we be courageous, could we practice what we preach for our safety and salvation? Sincerely, Joan Thorndike
Attachment 1	*Field not completed.*
Attachment 2	*Field not completed.*
Attachment 3	*Field not completed.*

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